Six Placer Creek floods took their toll

In the past 100 years Wallace has experienced six major floods on Placer Creek. All but one were winter floods resulting from warm weather, prolonged rains and snowmelt. The exception, the 1933 flood was caused by a thunderstorm.

A compilation of these floods has been forwarded to the Evening News by the Army Corps of Engineers which is designing a flood control project on lower Placer Creek to eliminate such floods in the future.

The flood control project entails rechanneling of Placer Creek more-or-less within the confines of the existing channel with an debris basin located at the upper endabove Wallace.

The floods on Placer Creek occurred in 1896, 1917, 1933, 1938, 1964 and 1974. Generally the floods raised to a peak flow in one to two days and back to base flow in five to seven days.

A brief description of each flood follows:

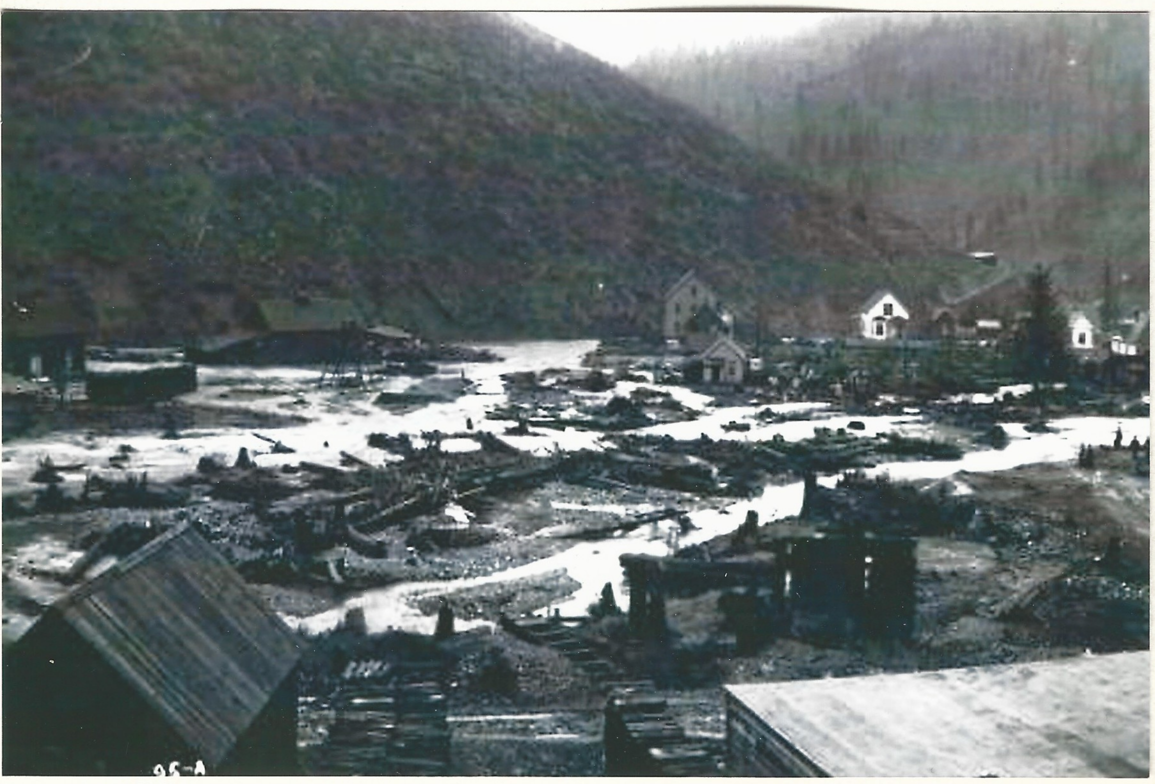
November 1896 flood — The November 1896 flood resulted from 72 hours of continuous rainfall. Floodwaters deposited debris over areas along the channel, damaged a brewery and several houses, caused several debris jams and inundated a portion of the flood plain. Specific documentation of damages is not available, but based on historical accounts, the magnitude of the flood and damages were nearly equal to the December 1933 flood.

December 1933 flood — The most severe known flood on Placer Creek ocurred in December 1933. The peak flow at Wallace was estimated between 1,700 and 2,200 cubic feet per second (cfs). Newspaper accounts reveal that the lower one mile reach of the channel was filled with logs, boulders and debris composed mainly of destroyed channel structures and trash from burned over forest land in the upper reaches of the basin. The stream overflowed its banks and inundated the western section of Wallace on both sides of the creek. The flood was of short duration, but damage at Wallace was more extensive than from any other flood recorded.

April 1938 flood — The April 1938 flood was similar in magnitude to that of December 1933. The Placer Creek channel was filled with debris, and most of the concrete-lined walls were destroyed. Damages to improvements included erosion of streets, plugging of sewers, destruction of several bridges over Placer Creek and inundation of about 200 homes with five or six homes being removed from their foundations.

December 1964 flood — The most severe flood in recent years occurred Dec. 22 and 23, 1964. In a 24-hour period, about 2½ inches of rain fell, the temperature rose to 48 degrees and Placer Creek reached an estimated peak flow of about 1,500 cfs at its mouth. During this flood high flows severely eroded the channel, undermining the timber cribbing and concrete walls. Debris from damaged log cribbing and concrete channel structures aggravated the flood problem. If a flood of this magnitude had occurred in 1979, $2.3 million damage could be expected, according to the Corps.

January 1974 flood — The 1974 flood occurred on Jan. 15 and 16 when over 2½ inches of rain fell in a 24-hour period and over 5½ inches in 48 hours. This rainfall combined with an average temperature of 48 degrees produced a peak discharge of 1,200 cfs at the stream gage. The high flows caused the greatest damage in the upper canal area where cribbing collapsed and a large culvert along King St. plugged. Basic debris was not as significant as in previous floods. A similar flood today would result in $1.4 million damage, according to the Corps.



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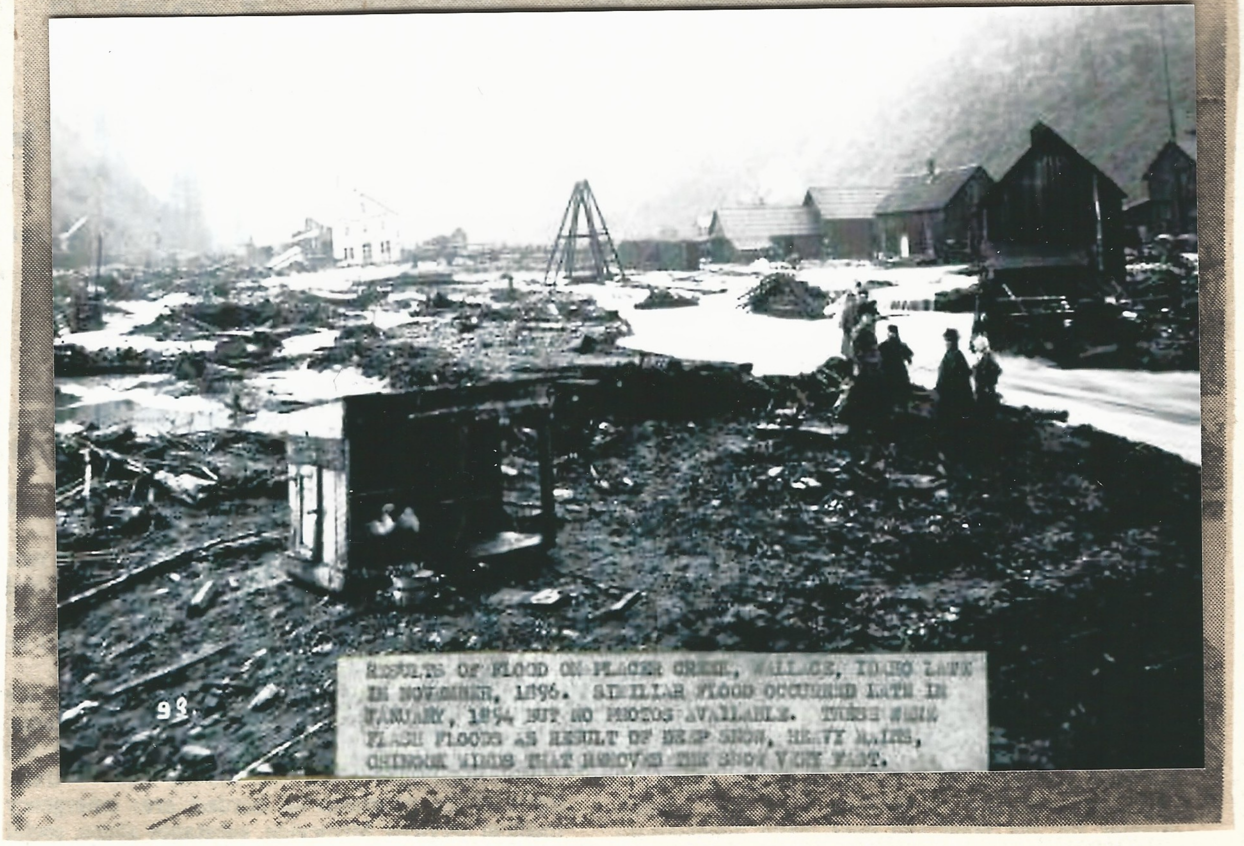

RESULTS OF FLOOD ON PLACER CREEK, WALLACE, IDAHO LATE IN NOVEMBER, 1896. SIMILIAR FLOOD OCCURRED LATE IN JANUARY, 1894 BUT NO PHOTOS AVAILABLE. THESE WERE FLASH FLOODS AS RESULT OF DEEP SNOW, HEAVY RAINS, CHINOOK WINDS THAT REMOVED THE SNOW VERY FAST.

bs X093

Nov. 16, 1896 Flood: Looking upstream from 1st and Cedar streets

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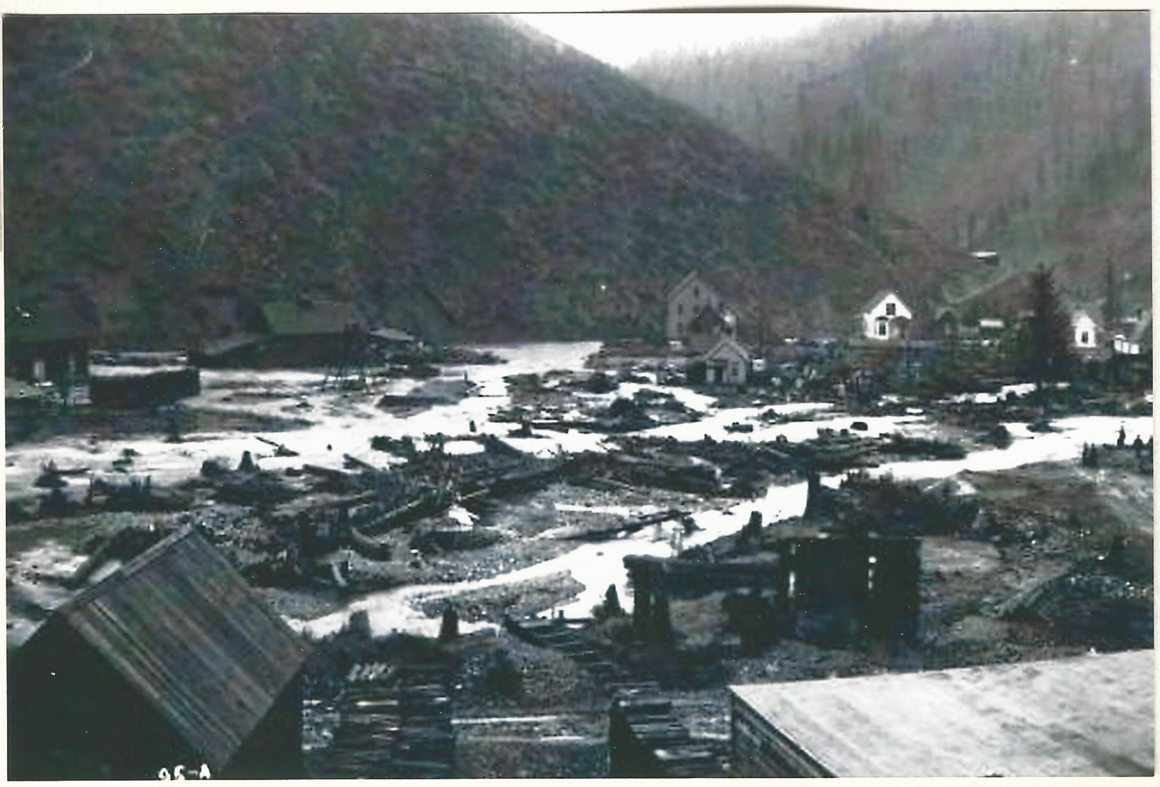

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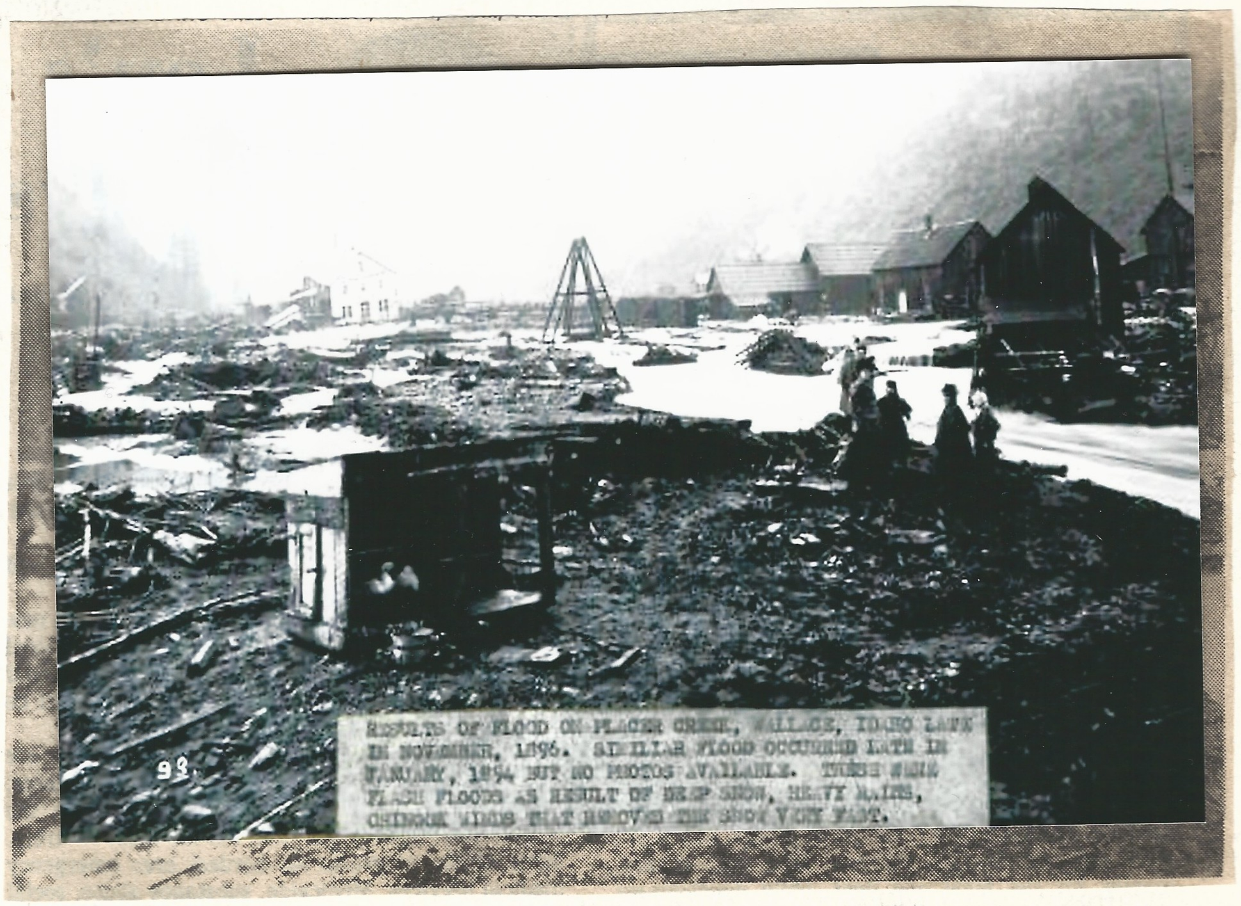
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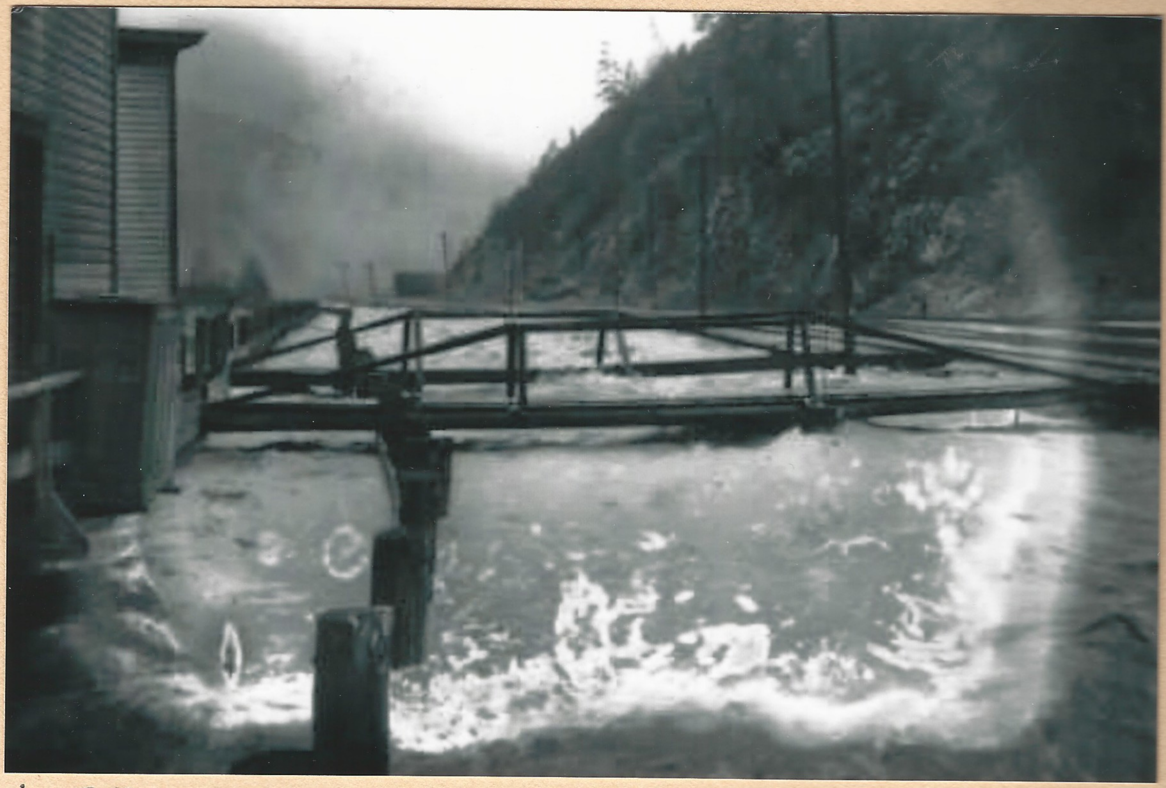
Nov. 16, 1896 Flood: Looking upstream from 1st and Cedar streets



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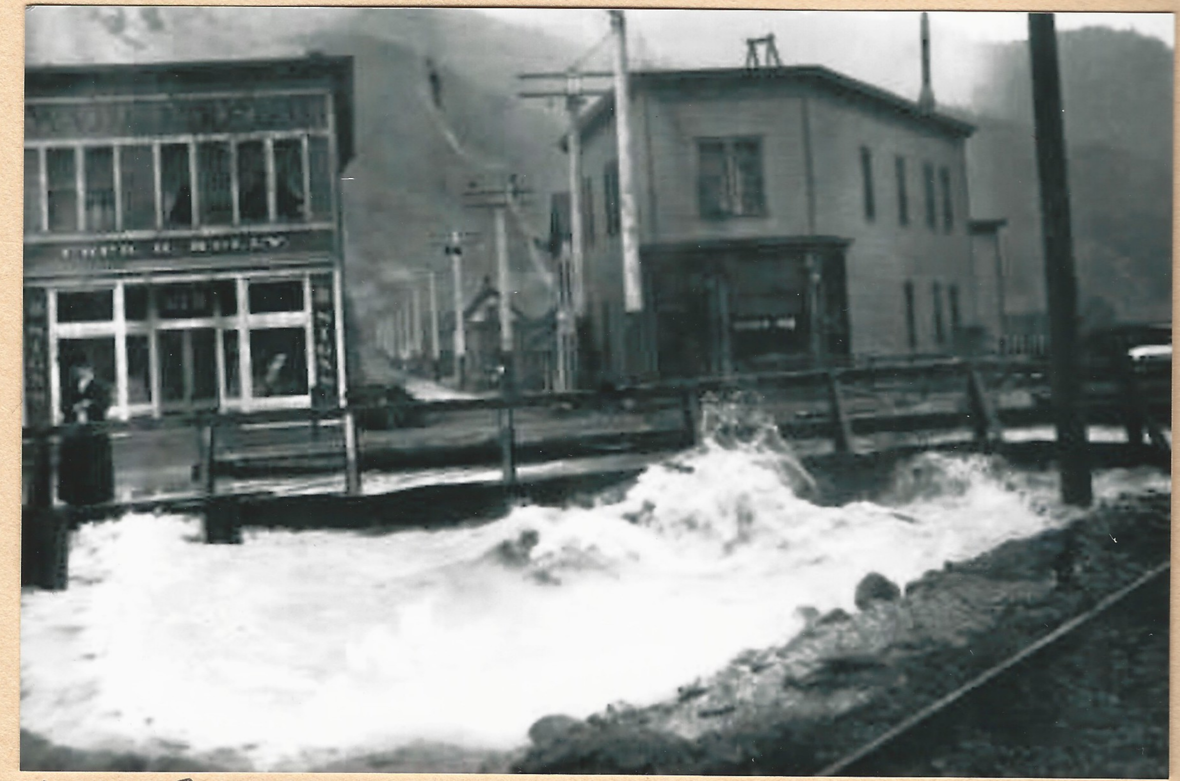

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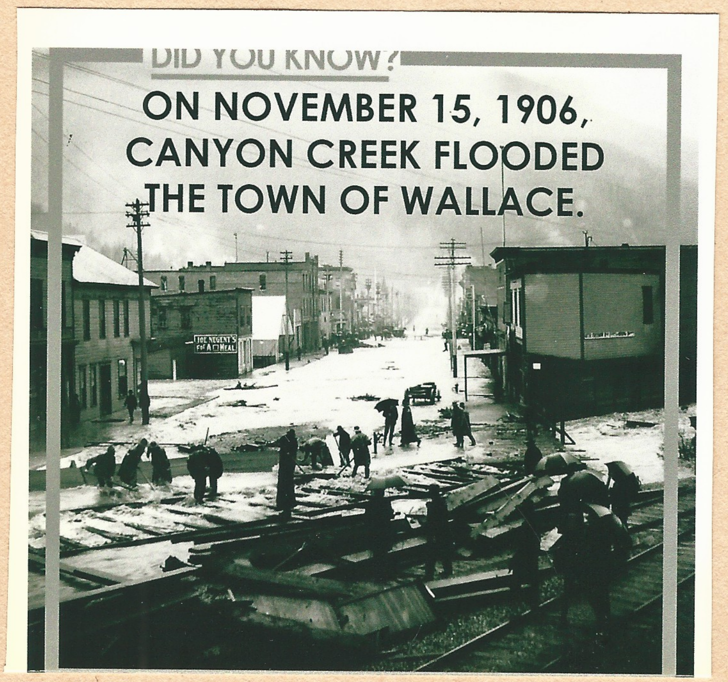
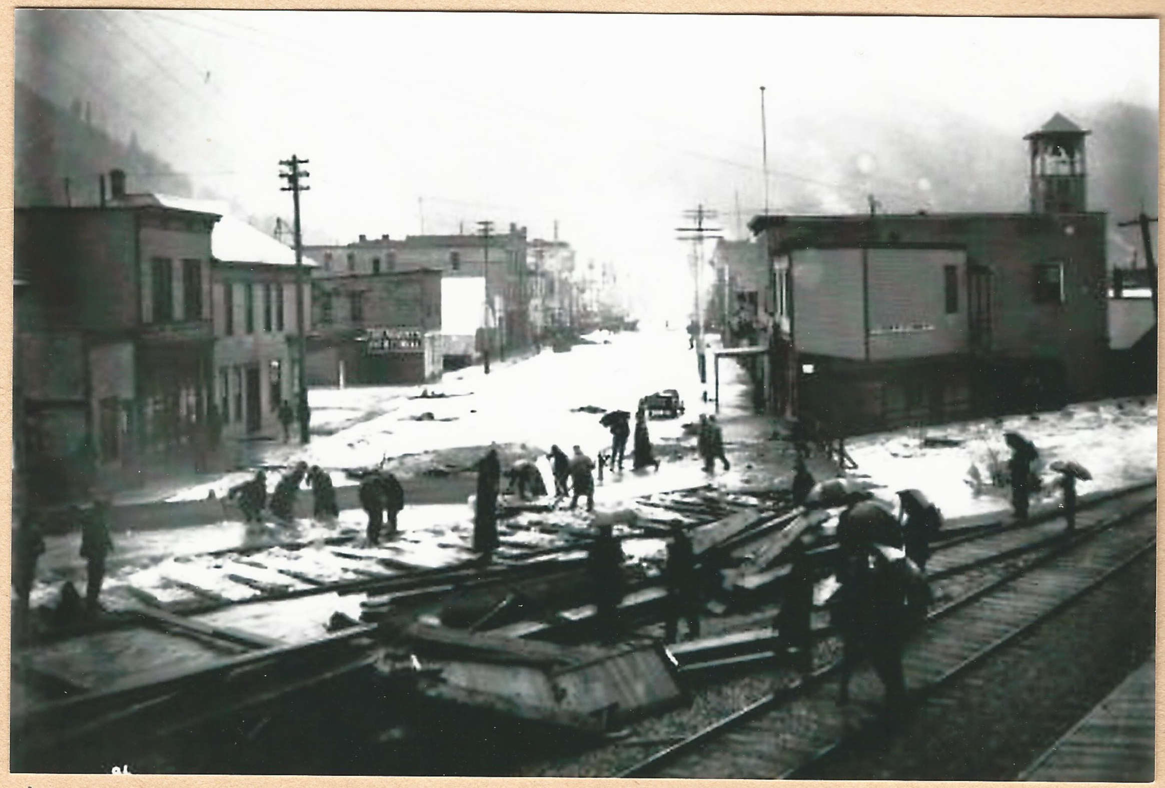


DID YOU KNOW?

ON NOVEMBER 15, 1906, CANYON CREEK FLOODED THE TOWN OF WALLACE.



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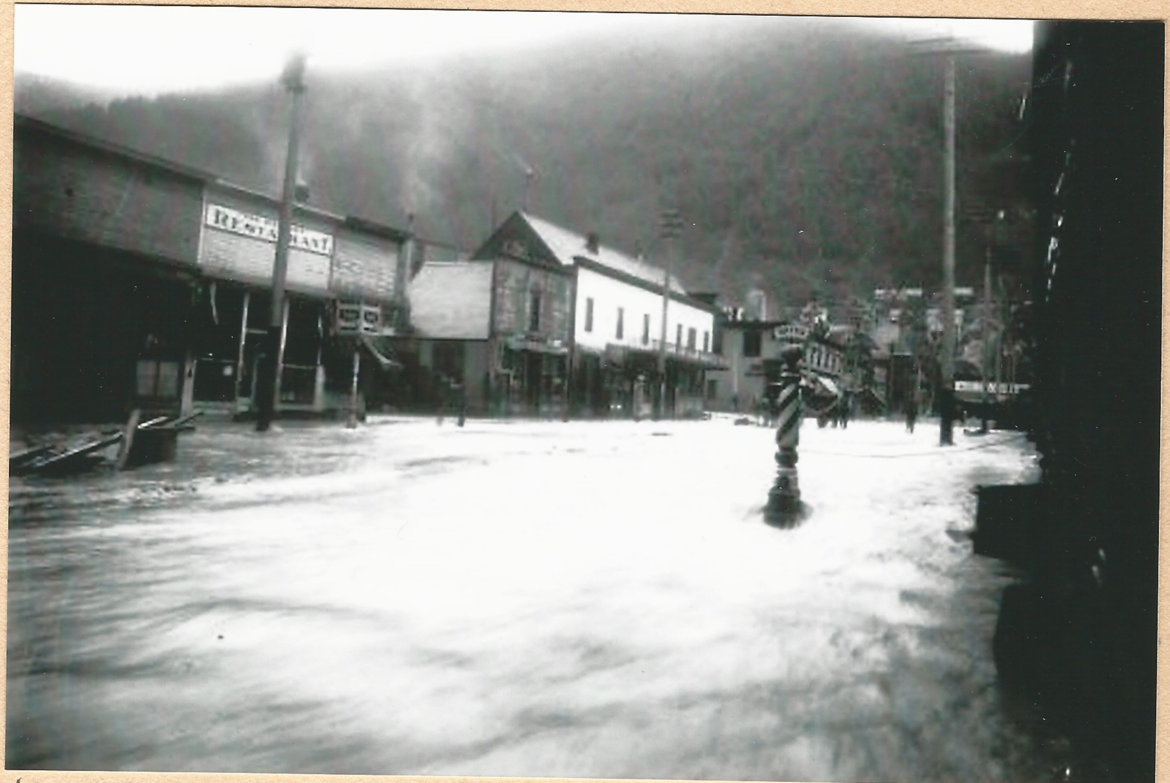
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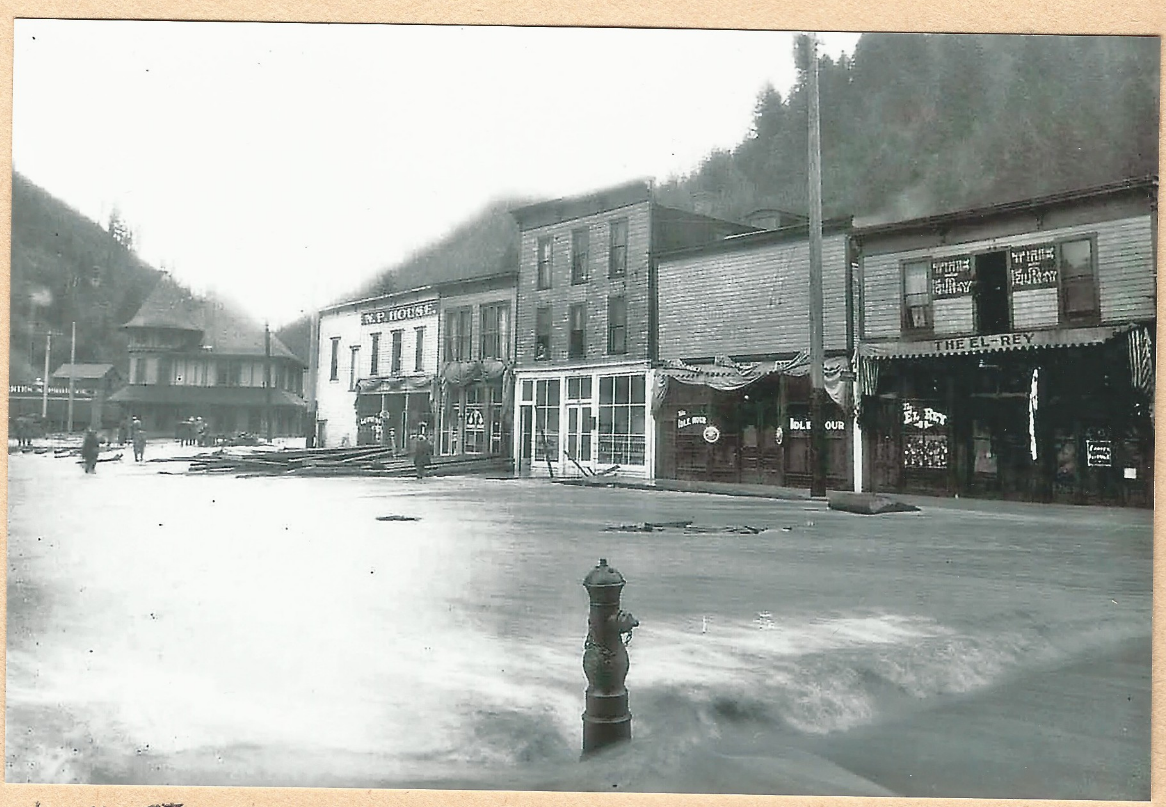
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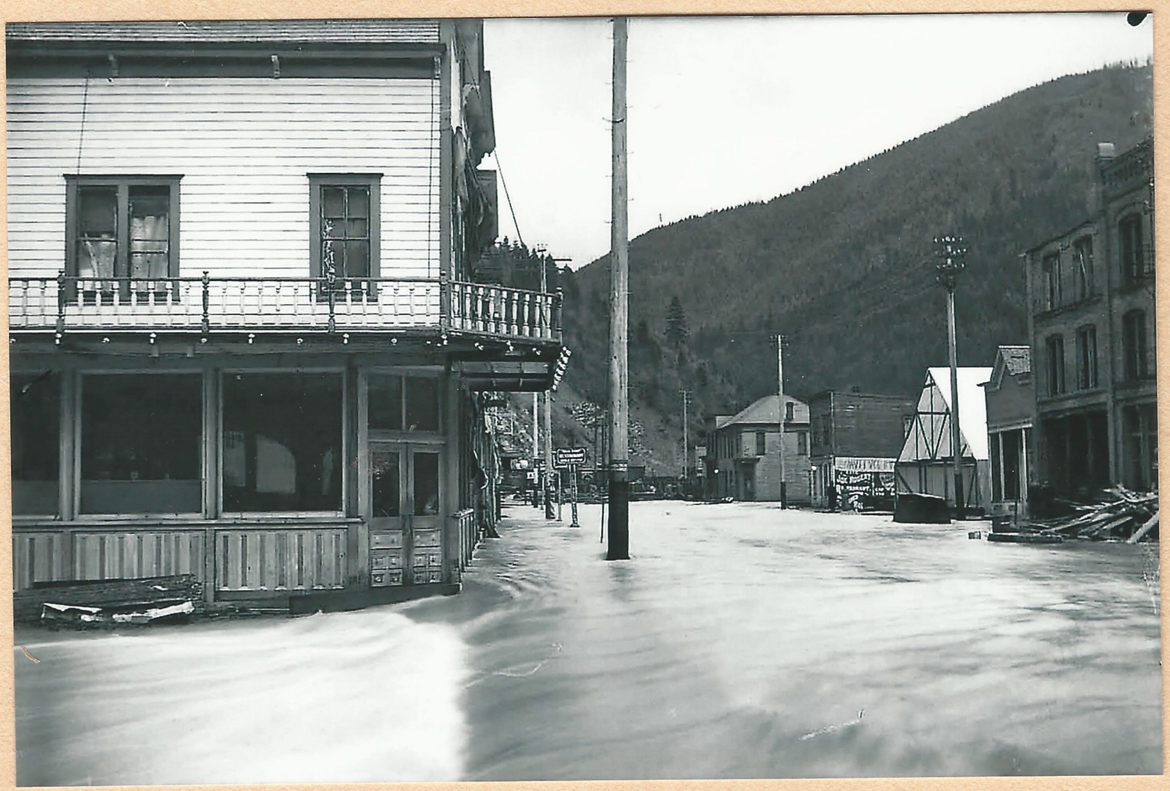

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CHRISTMAS FLOOD OF 1917 WREAKED HAVOC

Heavy Snow, Rain Chinook Caused Streams To Rampage

by Jeanette Young

It was Christmas time — 58 years ago — when these photos of a flood ravaged Wallace were taken. Placer Creek took a heavy toll then — perhaps showing a bigger loss than the devastation of one in 1933 and again in 1974.

These pictures, furnished by Wes Lieb of Wallace, are augmented by the stories that appeared in The Wallace Miner on the dates shown.

Competition between newspapers as well as political bodies is evident in several references. Changes in the value of the dollar can be noted in such sections as those that refer to putting a concrete channel in Placer Creek above the city limits. It was noted that the city council offered to donate $200 to the county to do the work, but even this did not interest the commissioners.

Other notes of particular interest include a description of damages to the railroad line on Pine Creek, and the fact that soldiers stationed in this area had a vital part in controlling flood waters.

The heavy snow up to about ten days ago, followed by steady rain for more than a week, which culminated in a terrific downpour Monday night and Tuesday, brought a flood of water down Placer Creek, Big Creek and Pine Creek which wrought great damage to property, greatly interfered with mining operations, and greatly damaged the Pine Creek railroad and will delay its completion to the objective point about a mile above Beeler.

At Wallace the ravages of Placer Creek will mount into many thousands of dollars and entailed losses that cannot be estimated in dollars and cents.

Homes were wrecked along the stream, houses were carried down bodily with their contents, and some of the most beautiful homes in the city were undermined, lawns washed away, and losses entailed which place a heavy burden on the owners.

In short, the home section of the city was swept by the rushing and uncontrolled waters, leaving a scene of wreck and desolation that is most distressing to view. From every viewpoint the loss is appalling, and as usual in connection with such disasters, it is easy to see now what might have been done to lessen it. Before placing blame it should be remembered that no one could anticipate such a tremendous rush of water until too late to adopt means to control it, and events have shown conclusively that nothing could have been done to prevent much of the damage.

Pine Creek Flood

So far as can be learned, the actual damage to property on Pine Creek was not great with the exception of the railroad. Several families were driven from their homes by the rising tide, but the real losses sustained were not great.

The contractors constructing the Pine Creek railroad were heavy sufferers, the grade being carried out in many places, making it necessary to rebuild the line. Work has been proceeding very rapidly in the construction of this branch, and the end of the track was less than a mile from Beeler and would have been completed to that point during Christmas week.

A celebration in honor of the event was being arranged as a feature of the Christmas holiday. According to the plans of the railroad about a mile beyond Beeler this winter, where loading facilities will be put in, assuming that the weather will permit construction work to that extent. This will be halfway to Constitution and over halfway to the Douglas, and eliminate the worst part of the wagon road.

The damage from washouts will necessarily give the contractors a considerable setback and render the completion of the work as planned somewhat doubtful. However, the probability is that the work will be completed, as snow and rain do not seriously interfere with construction and all indications and predictions are against excessively cold weather.

Other High Water Damage

On Big Creek the principal damage from the torrent was to the wagon road, which is reported badly washing out in places. No serious property damage is reported.

At the mouth of Two Mile the high water in the river has deposited a mass of tailings around the bridge and thrown the channel around the approach on the south side, making it impassible.

For some reason unknown, Canyon Creek and Nine Mile kept within reasonable bounds and no damage is reported along either of these streams.

Dec. 27 — Although a large part of the damage wrought above the High St. bridge and a large part of that below was due to the unprotected condition of the creek outside the city limits and for which the county is responsible, not one move has been made by the county commissioners to aid in repairing the damages.

Excellent progress has been made, considering the difficulty in getting men, by the city in getting the sidewalks and streets open for traffic and making permanent repairs, under the personal supervision of Mayor Brown, City Engineer Faries, and St. Supervisor Strope, but up to yesterday evening that had received no assistance whatever from the county commissioners.

This may seem surprising to those, if there are such, who give credence to what they see in the Day Daily, mouthpiece of the commissioners. Last Friday morning this exponent of truth and respectability contained these announcements under conspicuous headlines:

County to the Rescue

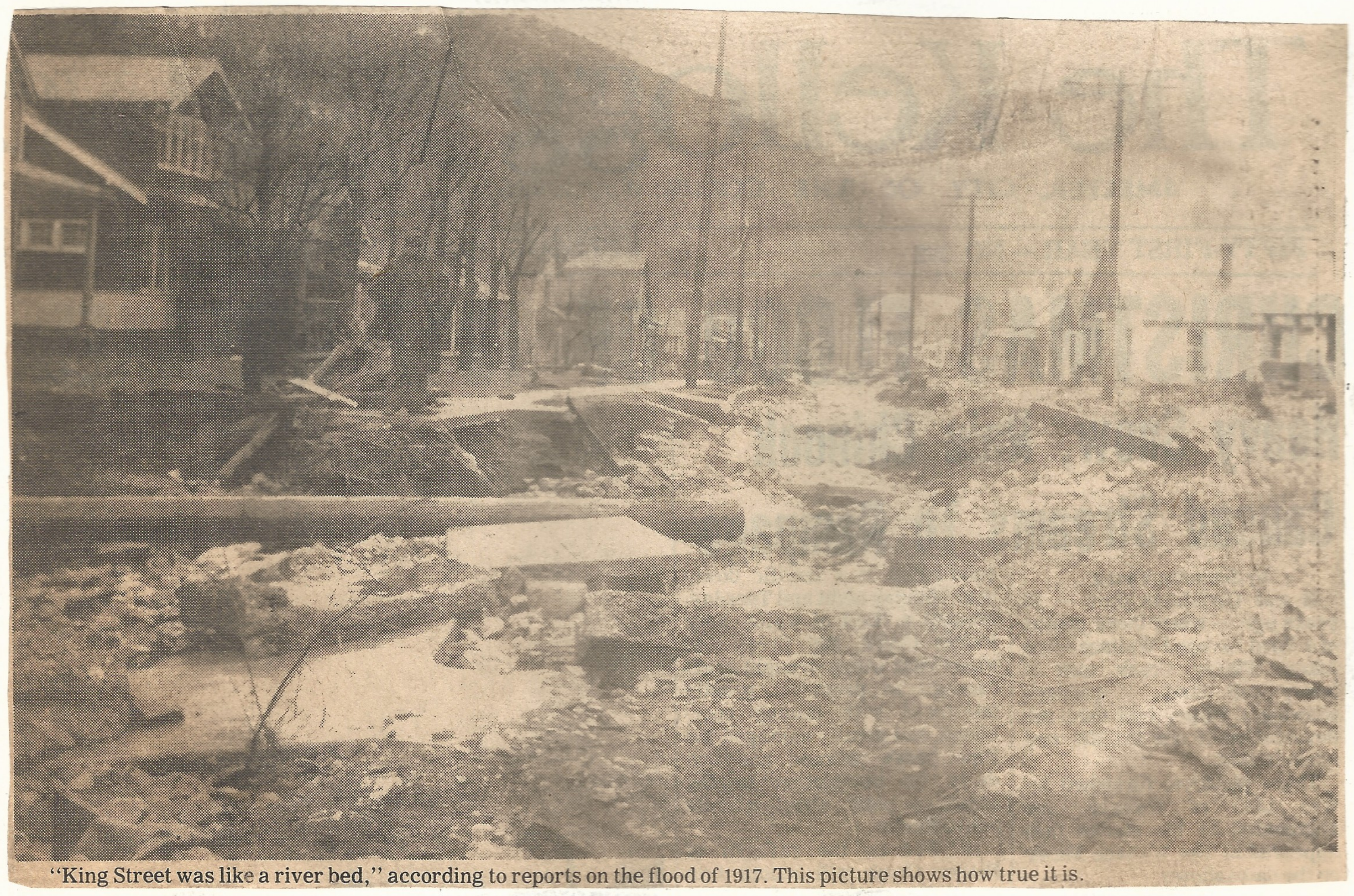
"County road crews under Supervisor William Stokes will arrive this morning to clear the channels and reconstruct roads.

"Half a hundred workers recruited from mines of the Coeur d'Alenes and augmented by ‘he Shoshone County crew employed in construction work along the new county road will reach Wallace this morning to turn their combined efforts to reopening channels, reclaiming and reconstructing the district inundated by riotous Placer Creek during the last three days. County Commissioner Charles Solberg last night announced that the county road crew under Supervisor William Stokes has been called in to assist in opening the Placer Creek channel and sluicing the piles of rocks and gravel down the stream while Mayor Homer Brown's appeal to the mining companies for manpower is expected to bring results.

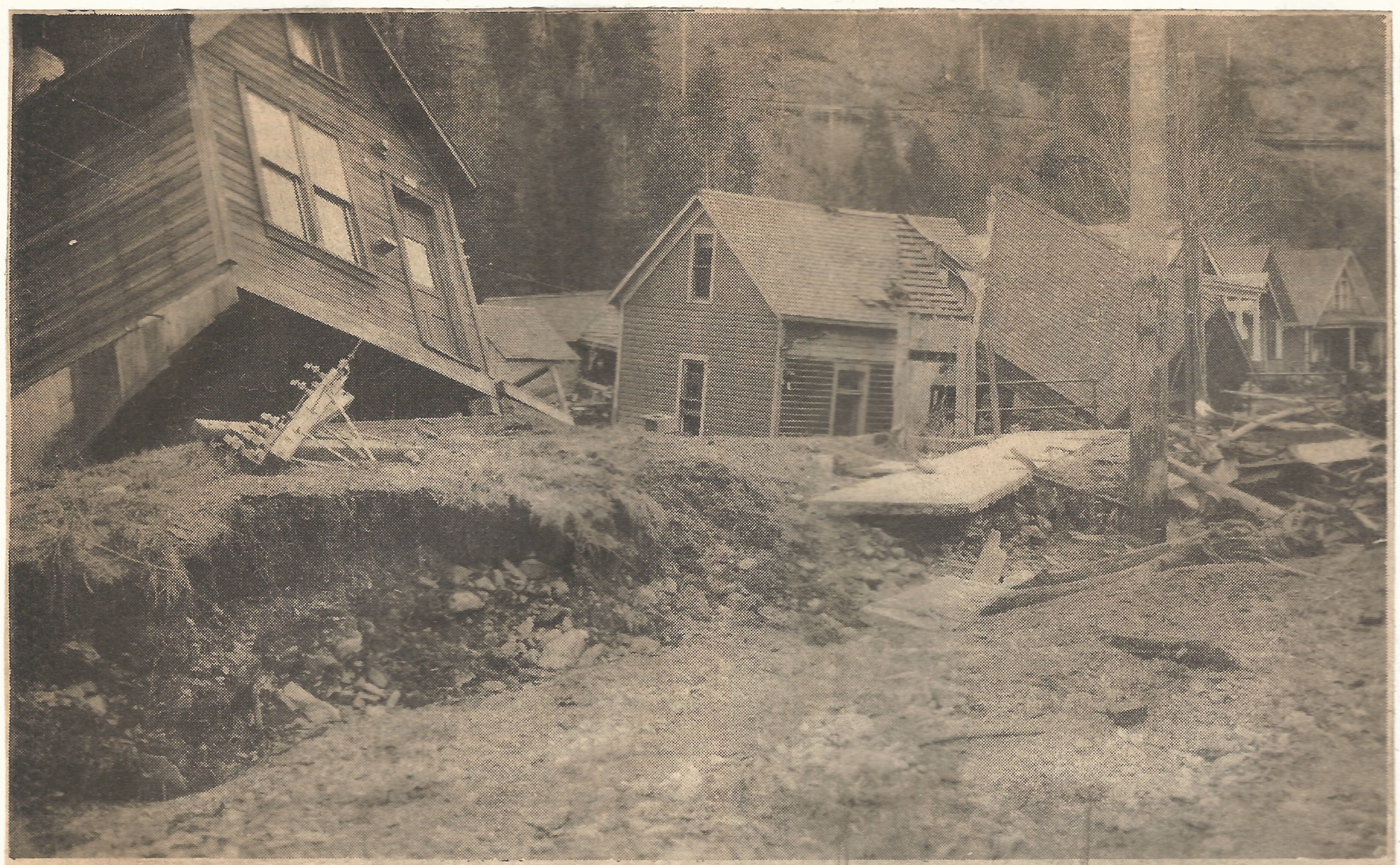
"Arrival of experienced men this morning, working under the leadership of the trained road builder, will simplify confusion."

No Help From County

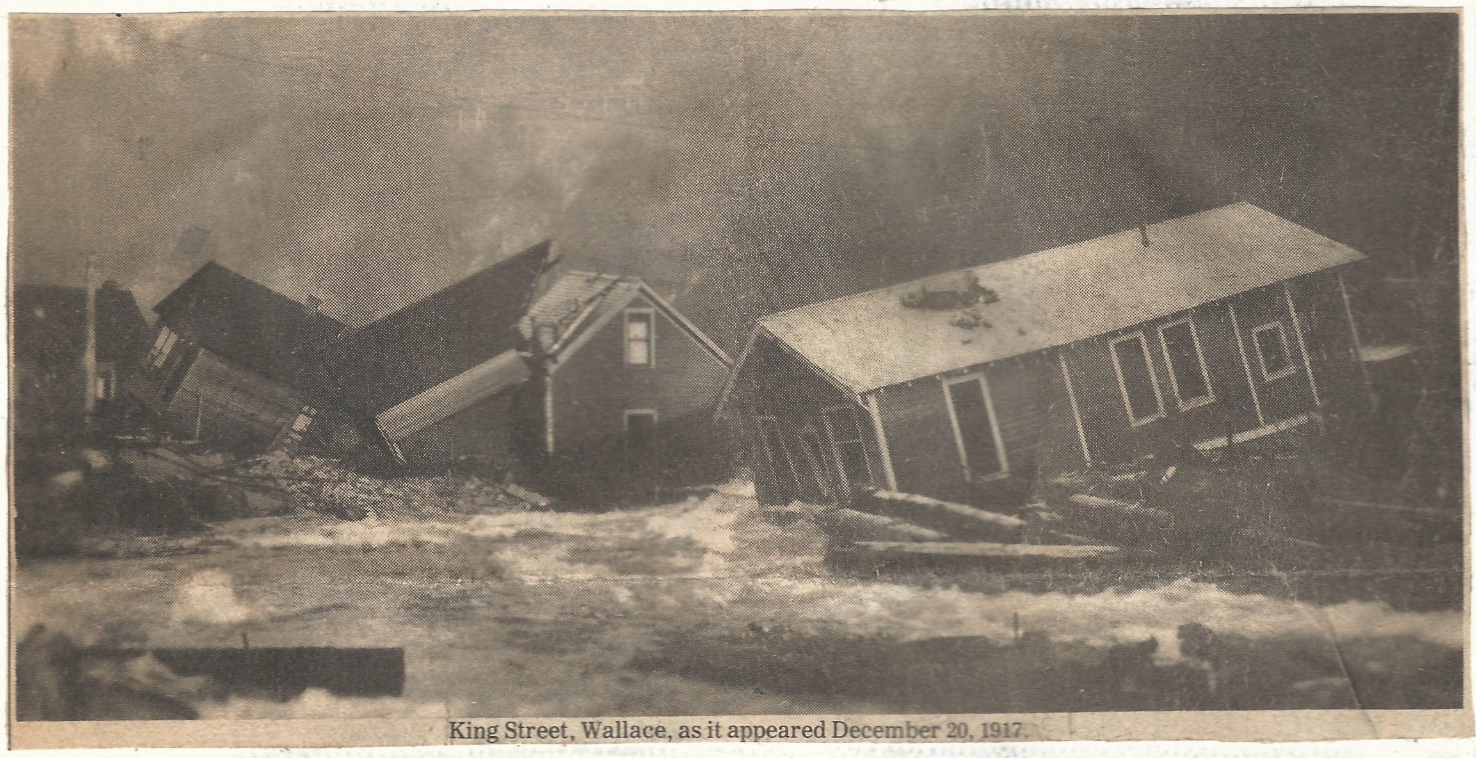
A week has gone by and "the trained road builder" and his gang of "experienced men" have not appeared on the scene, although there is a crying need for them and a growing feeling of indignation among property owners who have suffered heavy loss through the failure of the county commissioners in the first instance to safeguard the channel above the city limits and for their indifference in the presence of this disaster for which they cannot escape a large measure of responsibility. In this connection it is recalled that the condition of the creek was brought to the attention of the commissioners a year or more ago when the city built the concrete retaining wall along King St. up to the boundary line of the city. At that time the commissioners were urged by the council to extend the wall further up the creek and otherwise improve and straighten the channel to avert danger of the appalling damage that has now occurred. The council went to the extent of offering to donate $200 to the county to do this work, but even this did not interest the commissioners and the work was left undone.



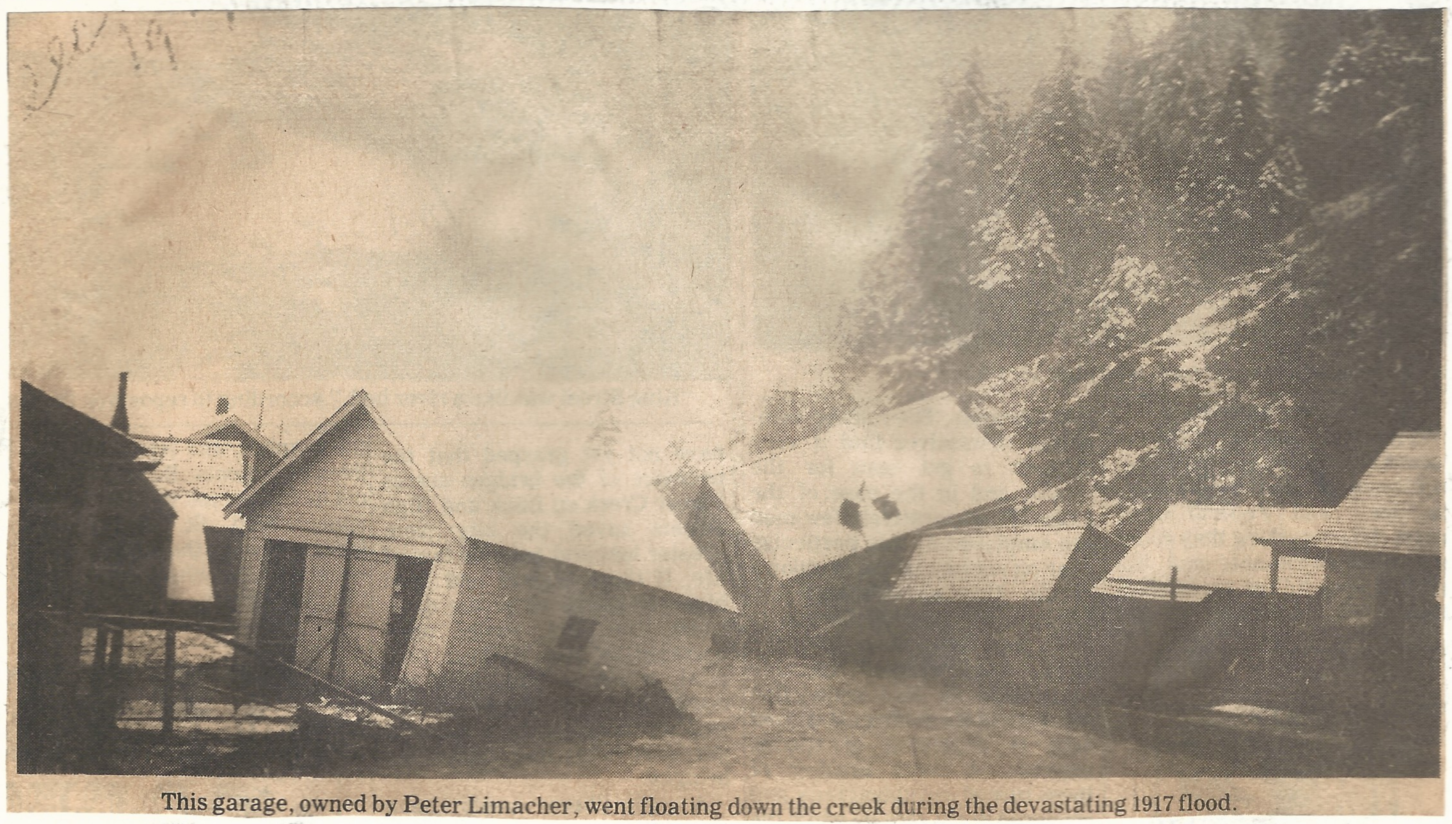
"King Street was like a river bed," according to reports on the flood of 1917. This picture shows how true it is.



Looking down King Street the day after the first flood. River was in Main Street December 19, 1917.



King Street, Wallace, as it appeared December 20, 1917.



This garage, owned by Peter Limacher, went floating down the creek during the devastating 1917 flood.

Mining Companies Help

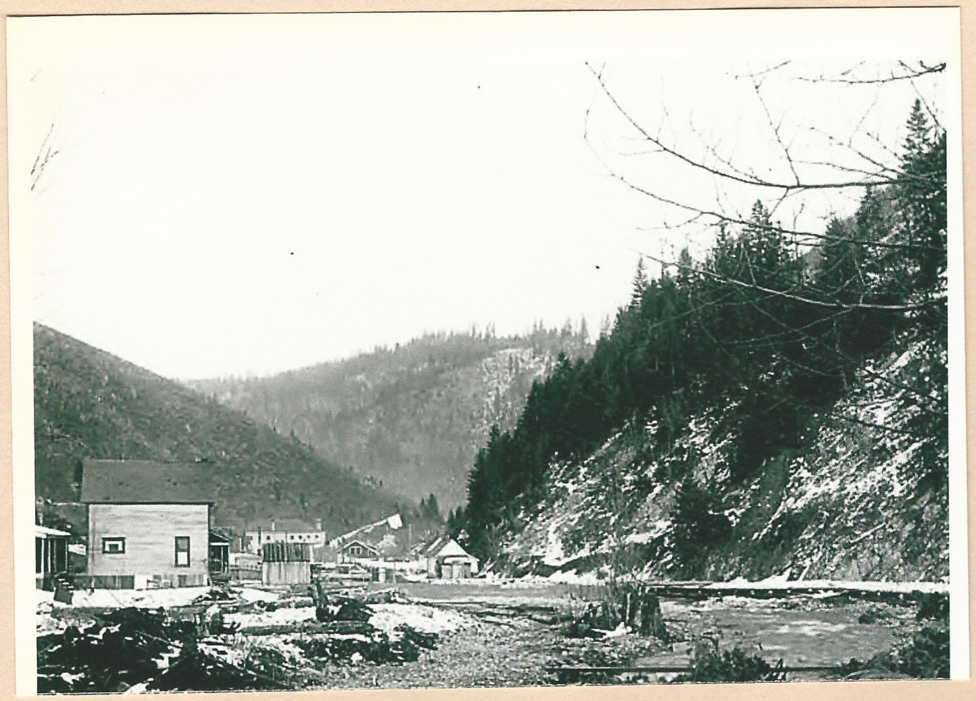
While the county commissioners have failed to render any assistance in this emergency, the Hecla and Federal companies did everything they could to render assistance, and the fact that they did not accomplish much was no fault of the management. The mining companies themselves find it very difficult to get men for the mines, and in the case of the Federal comparatively few men are employed at this particular time on account of the shutdown of the Morning. Through the efforts of Manager McCarthy, 12 or 15 men came down from the Hecla and rendered valuable assistance. In this connection the work of the soldiers stationed here is deserving of special mention. A large number of them turned out voluntarily and rendered great service while the flood raged and afterwards.

Bridges Saved Greater Loss

It is a fact that many people have not yet grasped that the presence of the bridges across Placer Creek on Bank and High Streets saved the city from greater loss and possible loss of life. If these bridges had been high enough to clear the driftwood, the jam would have occurred at the Wallace Hospital, which is built over the creek the entire length of the building confined to a channel narrower than that under the bridges.

A jam there would have diverted the water more directly and in a larger volume through the residence part of the city, would probably have wrecked the hospital, and jepardized the lives of patients. But this would not have affected the damage on upper King St. which was largely due to the uncontrolled waters of the creek above the limits of the city.

1-28-19 Placer Creek



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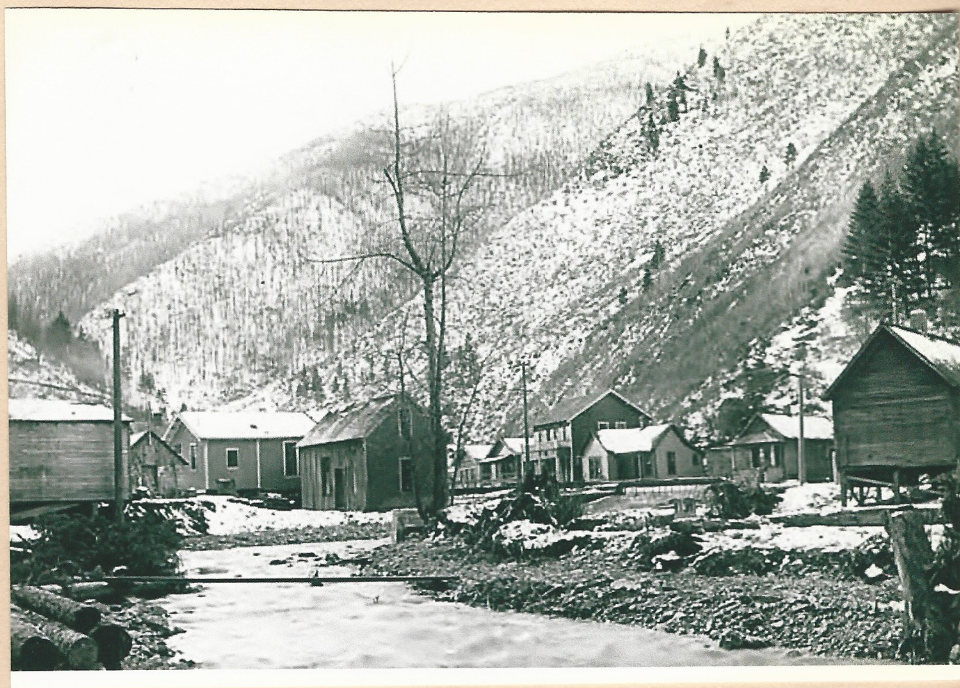

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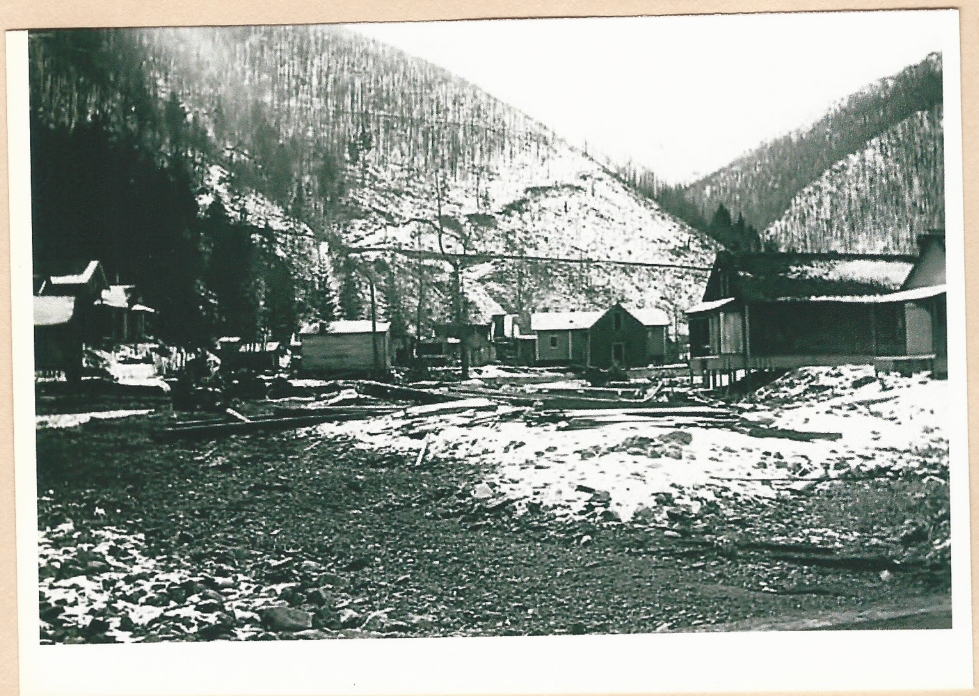

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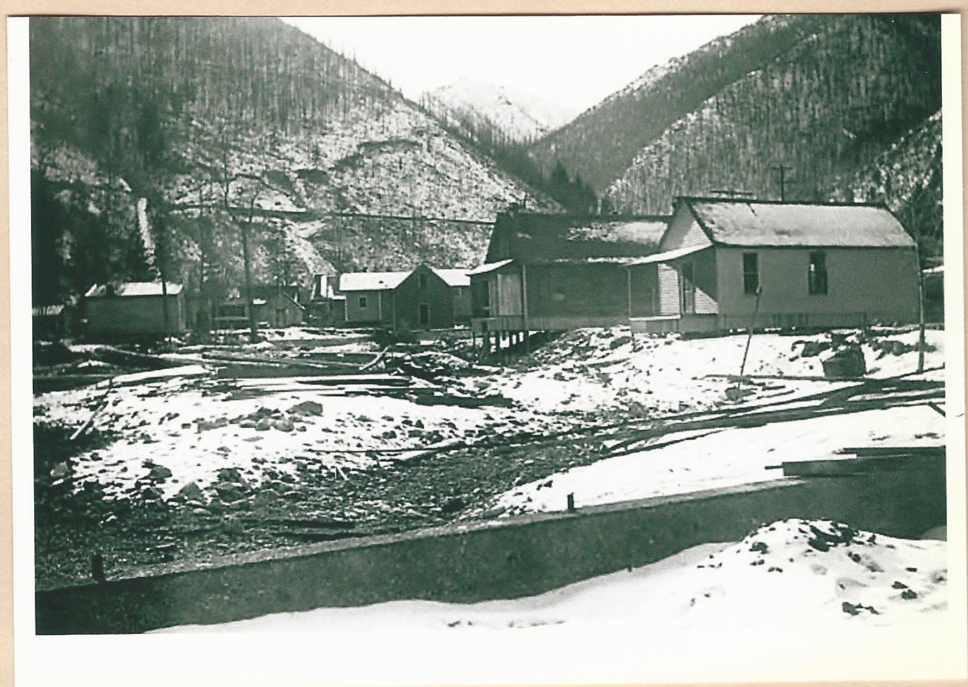

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1933 Flood

Forty years ago today marked an important milestone in the legendary history of Wallace when flood waters from Placer Creek inundated the King Street district and spread over part of the downtown area.

Oldtimers vividly recall the flood of 1933 that caused three deaths, hundreds of thousands in damage to property and was widespread throughout Shoshone County. Wallace, however, received the brunt of the damage from the raging waters of normally placid Placer Creek that plugged the channel with debris and spread over King Street.

Clarence Presley recalls the weather was somewhat similar to our present rainy season although at that time it started back as far as October and rained incessantly. At the higher elevations snow piled up but towards the latter part of December a warming trend took place and water seemed to ooze from the ground, he said. At that time Presley lived up Big Creek, another area seriously damaged by the rising creek. He recalls having to fall a huge cottonwood tree to gain access to their property across the creek.

Damage to the buildings and property of Sunshine Mine at the time was over $20,000 it was reported in a newspaper account at the time.

As rivers and creeks receeded to almost normal proportions because of cold weather setting in, the work of rehabilitation was underway on December 26th it was reported by the Press-Times. The Red Cross and the Wallace Relief Association were assigned the task of perfecting arrangements to care for the homeless and needy. Repairing of railroads and highways, which suffered heavy damage, was rushed with the object to re-establish transportation facilities with outside points as rapidly as possible. Both the Northern Pacific and Union Pacific officials estimated it would be at least two weeks before rail connections could be made with points east and west.

Harry Marsh, Shoshone County CWS supervisor (and later to become Secretary of the Idaho Mining Association) was designated as general supervisor of reconstruction in Wallace.

There was heat in most of the business houses and homes that were inhabitable on the 26th, after a period of three days, but the inhabitants were busy pumping water.

At a meeting of business men and mine employers in city hall, plans for rehabilitation work in Wallace was discussed and it was decided that the first work to be done was to open the sewers which serve the main portion of town and get Placer Creek back into its channel so as to minimize the damage in case of more high water.

It was also decided to concentrate on establishing motor transportation to the Osburn airport by a detour through Strope's Park. A recommendation was made that the county commissioners issue and appeal to all residents to conserve on gasoline until it had definitly determined there was enough gasoline to carry on reconstruction work until a new supply can be brought in.

Citizens were urged to keep private automobiles off the highways except where it was absolutely necessary. It was pointed out that private cars, used needlessly for sight-seeing, were not only wasting gas but blocking traffic at points where only temporary one-way roads were available.

The "Council of War" as it may be called, heard complaints that there were some attempts at profiteering on the shortage of dairy products. This matter was left for the Board of Trade to handle in conjunction with the local NRA compliance board and all profiteering was to be watched closely.

It was pointed out that airplane freight charges were five cents a pound and that any increase in dairy products should be no more than 5 cents above regular price.

Harry L. Day was named chairman and James F. McCarthy, H. G. Washburn, Irving Anderson and W. L. Ziegler members of a committee to appraise the cost of reconstruction in Wallace and prepare a request, in conjunction with City and County Governments, which would be forwarded to Washington D.C. to obtain additional CWA or PWA funds for rehabilitation work.

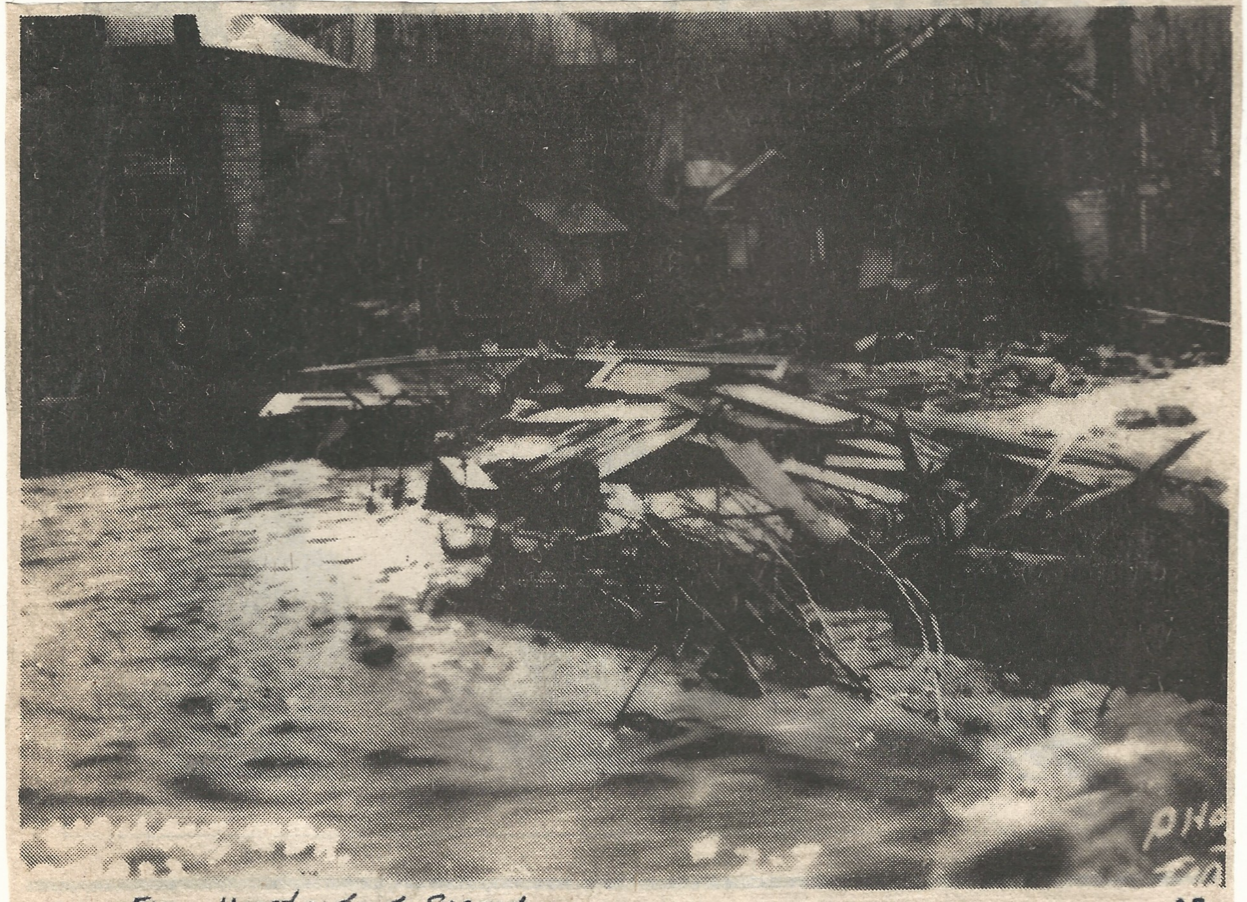
A delegation of Mullan business men, headed by C. W. Bentley, Chairman of the Board of Mullan Trustees, offered to furnish between 150 and 200 volunteers to work without pay to help the people of Wallace, and it was decided that the best service would be to restore regular transportation facilities between Wallace and Mullan. The Mullan men declared they suffered some damage in the Morning City but that it was slight compared to Wallaces' and they wanted to help out.

Crews of the Hercules Mining Company, the Hecla Mining Company and the Federal Mining and Smelting Company were placed at the disposal of those in charge of re-construction.

Flood damage in the outlying areas of Murray and Prichard were confined to small road washouts and an interruption of telephone communication by downed poles. Getting fuel to the Sunnyside district was the chief trouble in Kellogg and there was a lack of fresh meat throughout the city. There was enough staple products on hand to last several weeks, however, a cable with a chair suspended on it was arranged over the top of Division Street bridge which was impassable and a footbridge had also been completed, the story said.

Subsequent reports show that $400,000 in Federal funds were sought for reconstruction and flood control. Heavy rains again a week later also caused concern.

On December 30th, Harry L. Hopkins, federal Relief Administrator, made a special relief grant of $100,000 for food, clothing and shelter for sufferers.



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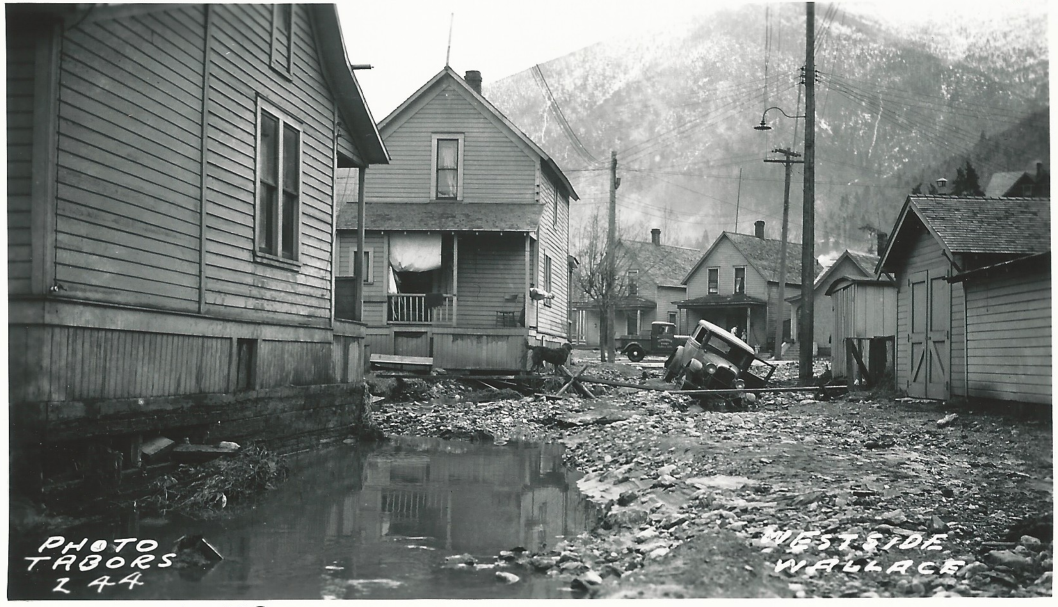

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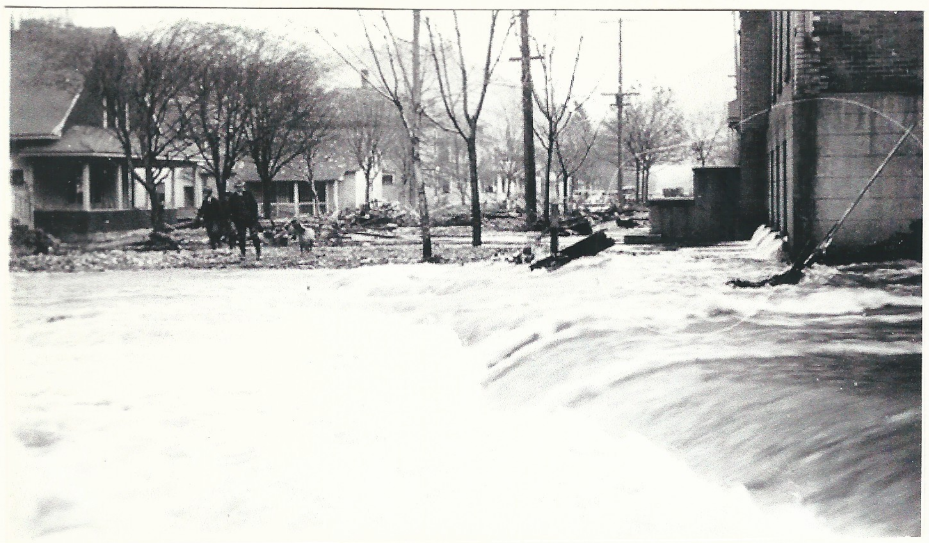

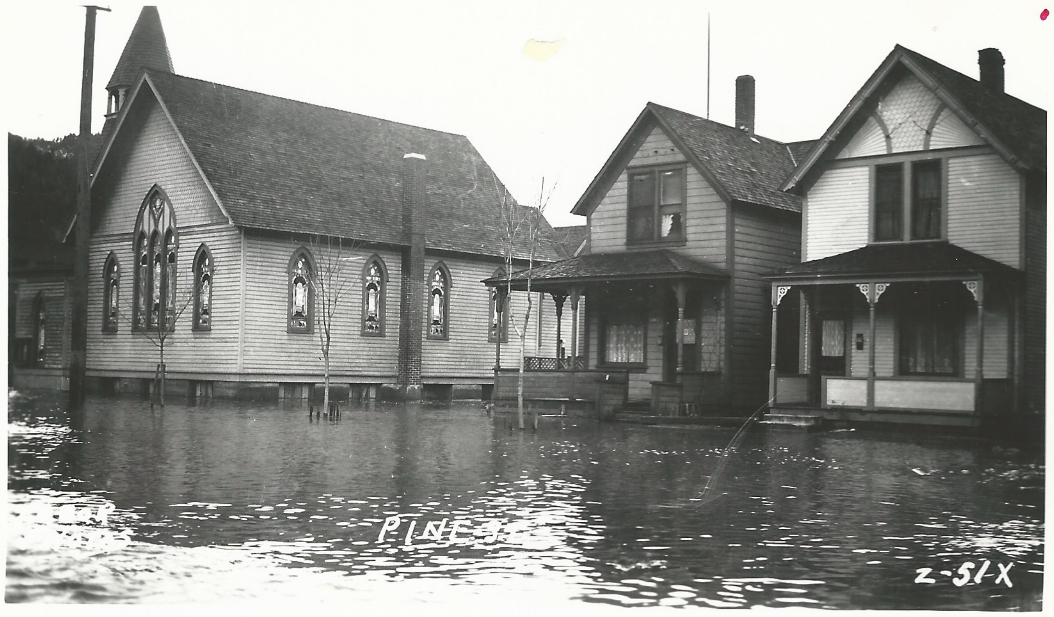
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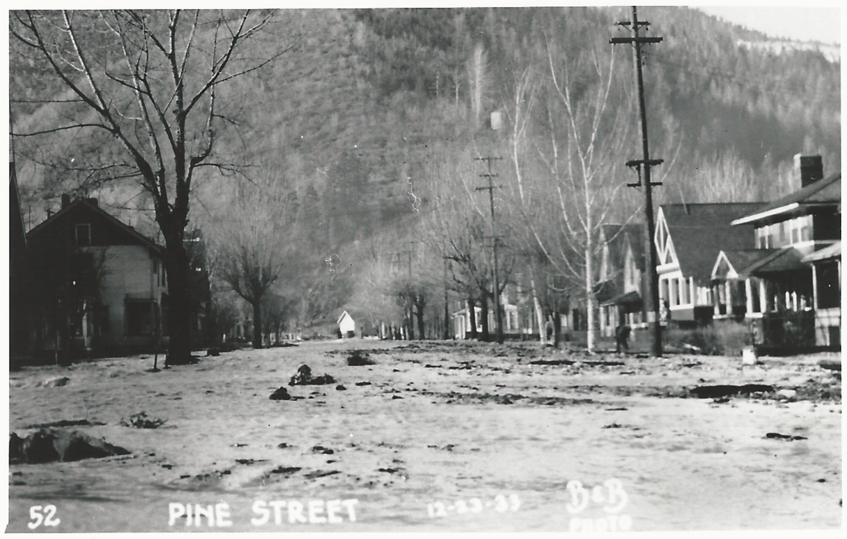
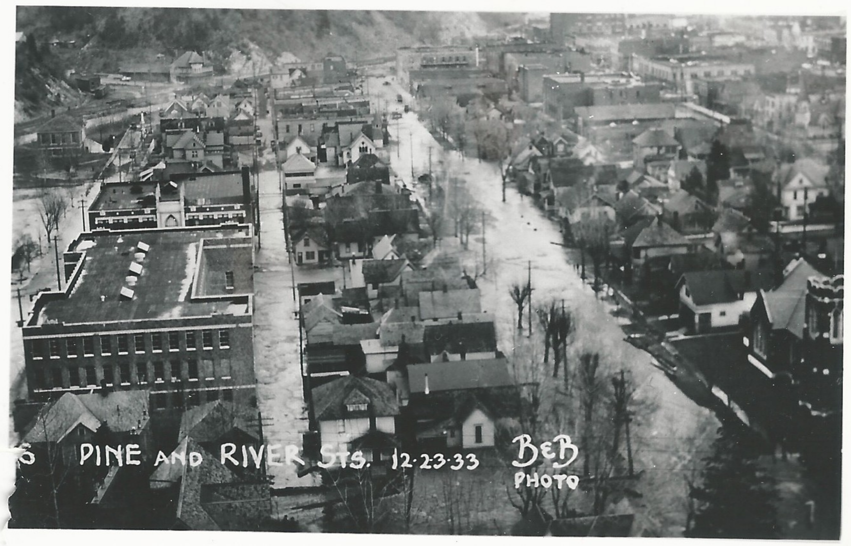

52 PINE STREET 12-23-33 BeB PHOTO


PINE AND RIVER STS. 12-23-33 BeB PHOTO

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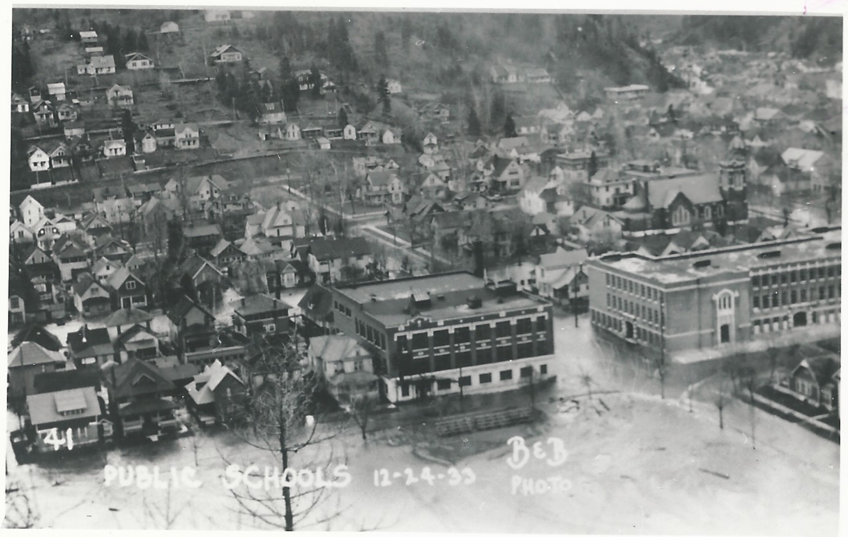
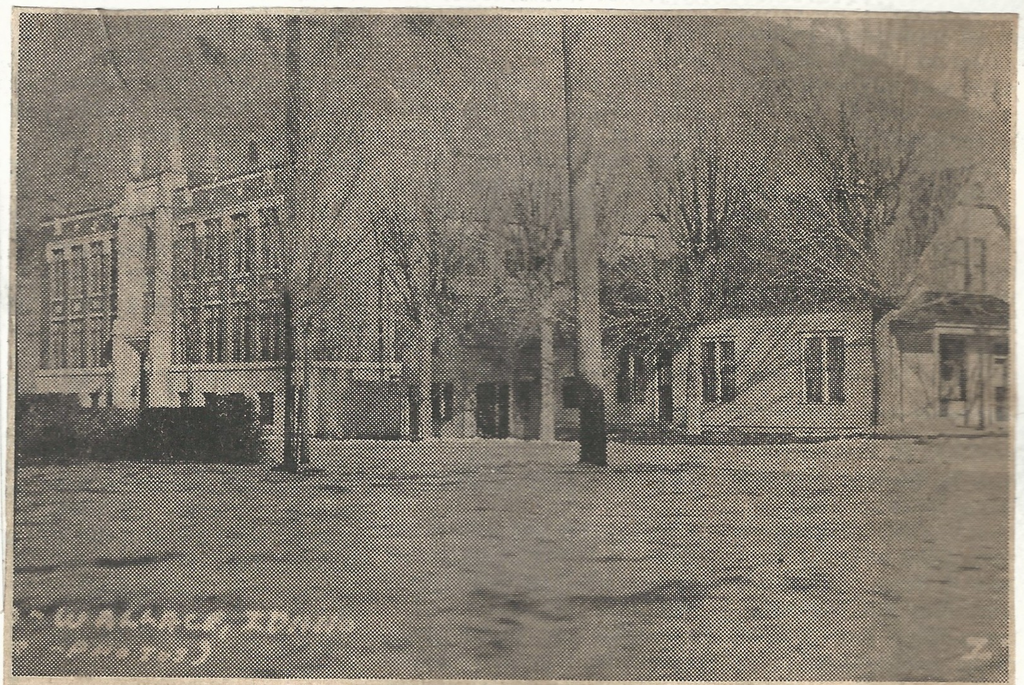

41 PUBLIC SCHOOLS 12-24-33 BeB PHOTO

Note: On upper 3rd street above high bank there is a stream & bridges up there ???


WALLACE, IDAHO
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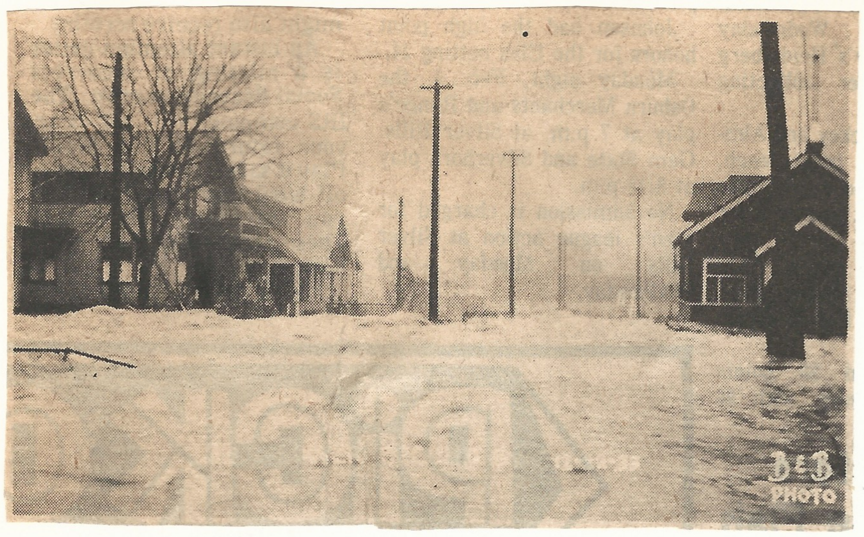
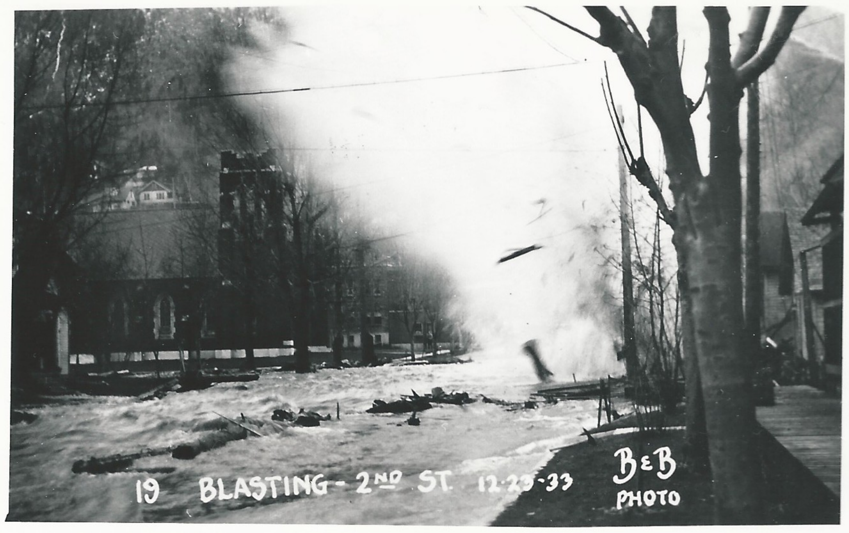
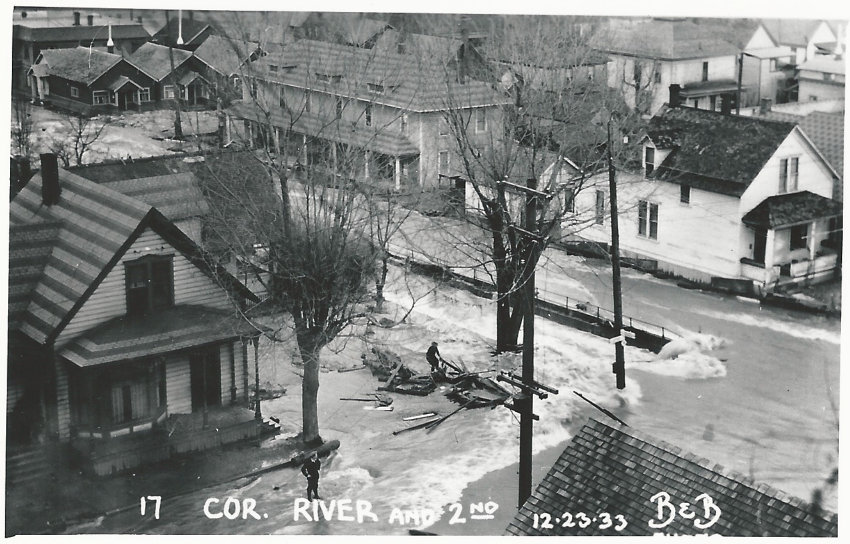
Flood waters from Placer Creek flowed freely into the downtown Wallace area. This is a picture of the old Wallace High School where floors were buckled and mud and debris scattered throughout the lower floors of both schools.



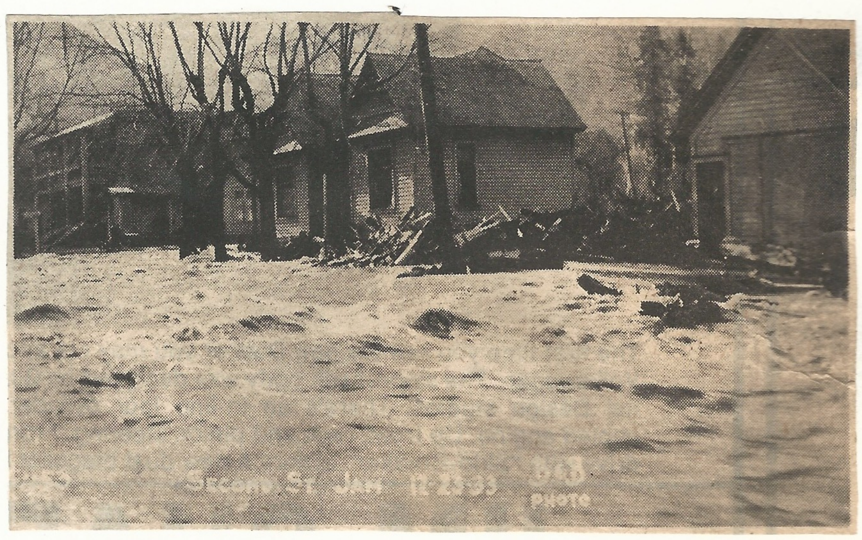
12-23-33 B&B PHOTO



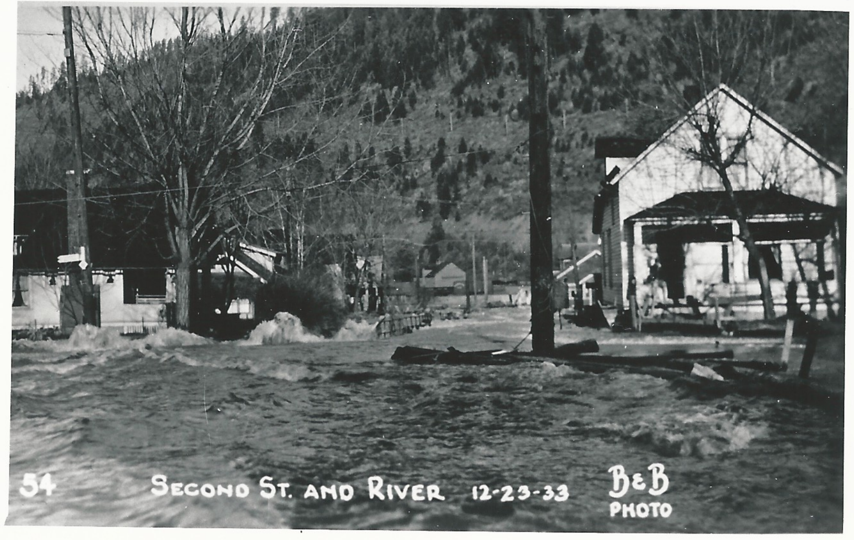
19 BLASTING - 2ND ST. 12-23-33 B&B PHOTO



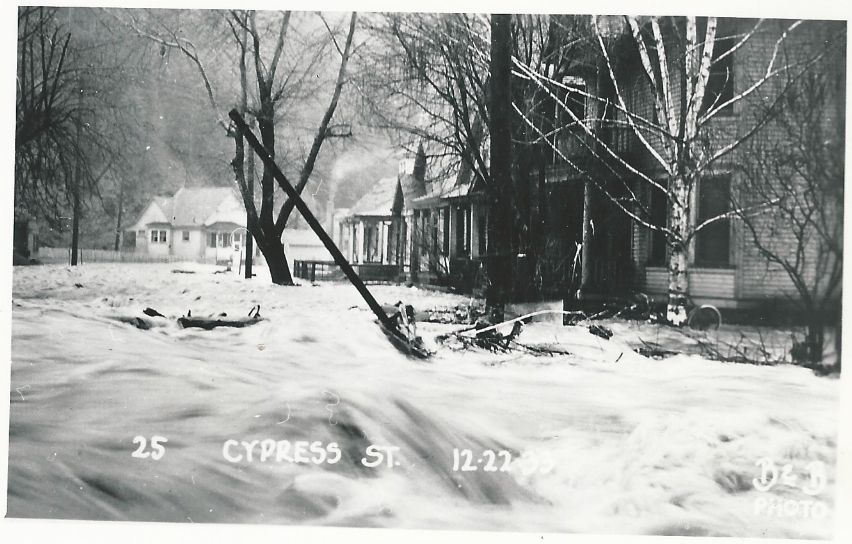
17 COR. RIVER AND 2ND 12-23-33 B&B PHOTO



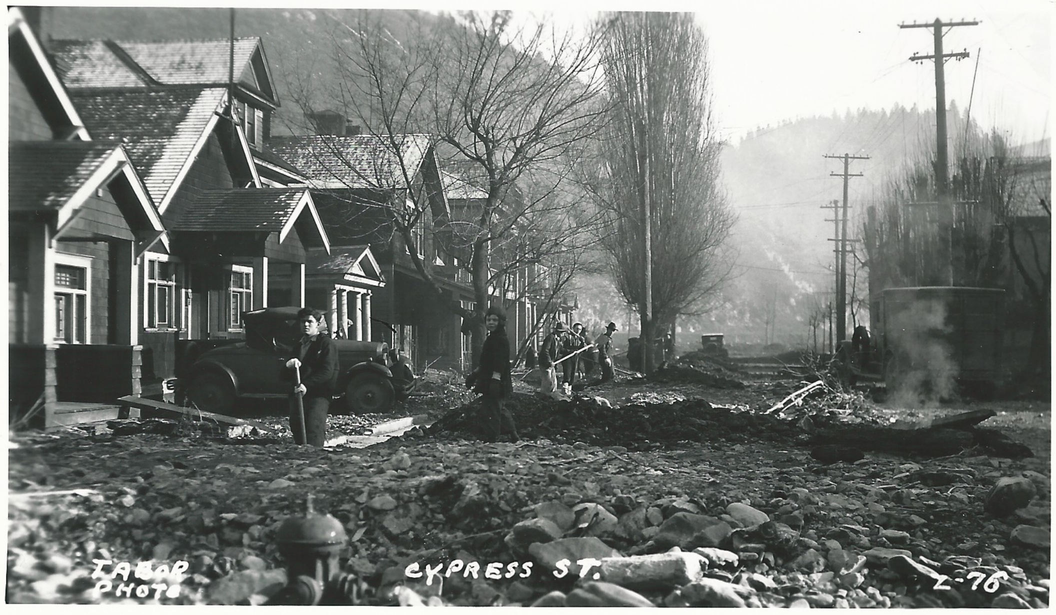
SECOND ST. JAM 12-23-33 B&B PHOTO



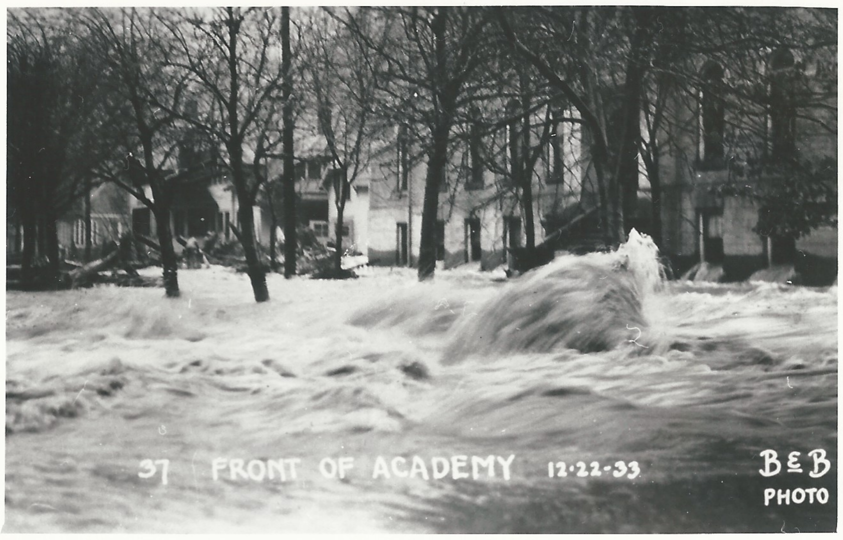
54 SECOND ST. AND RIVER 12-23-33 B&B PHOTO



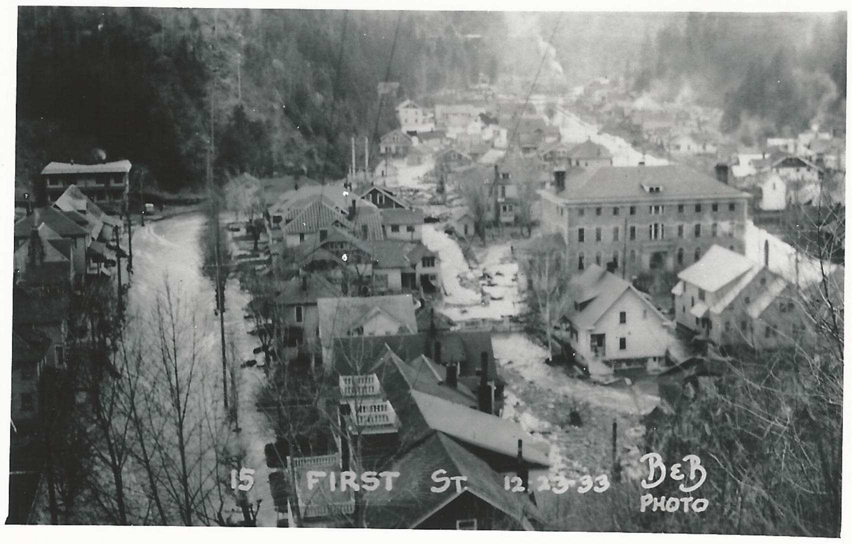
25 CYPRESS ST. 12-22-33 B&B PHOTO



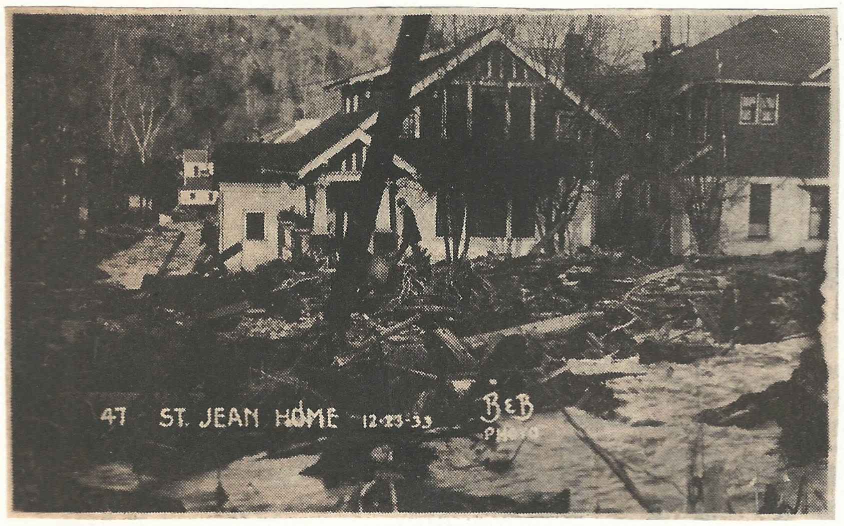
TABOR PHOTO CYPRESS ST. L-76



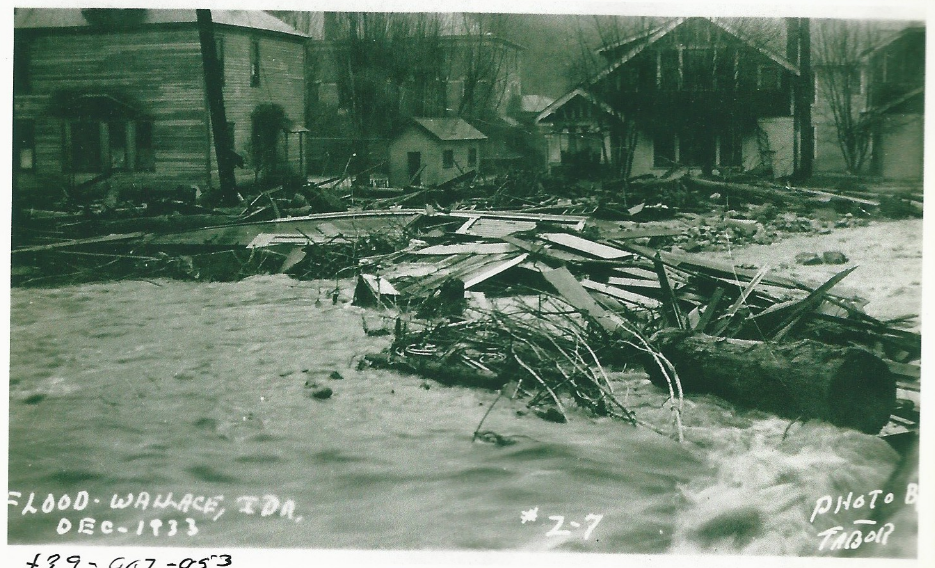
37 FRONT OF ACADEMY 12-22-33 B&B PHOTO



15 FIRST ST. 12-23-33 B&B PHOTO



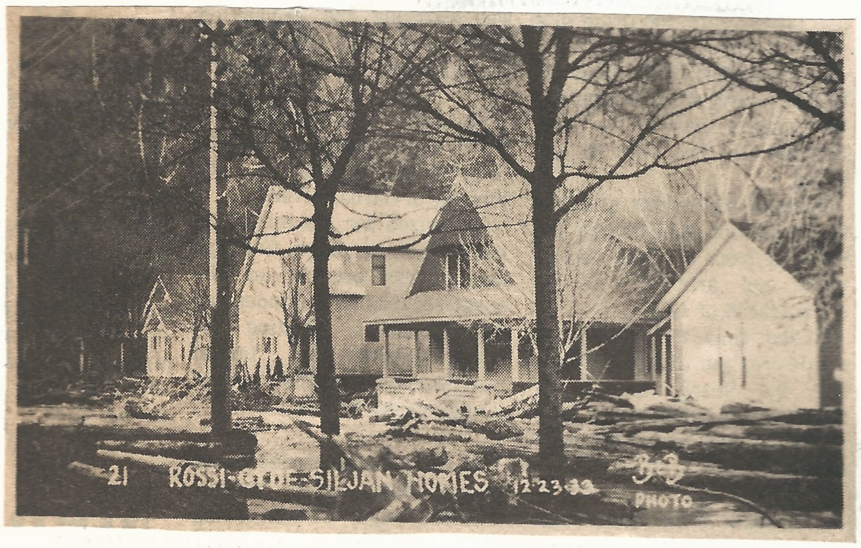
47 ST. JEAN HOME 12-23-33 B&B PHOTO



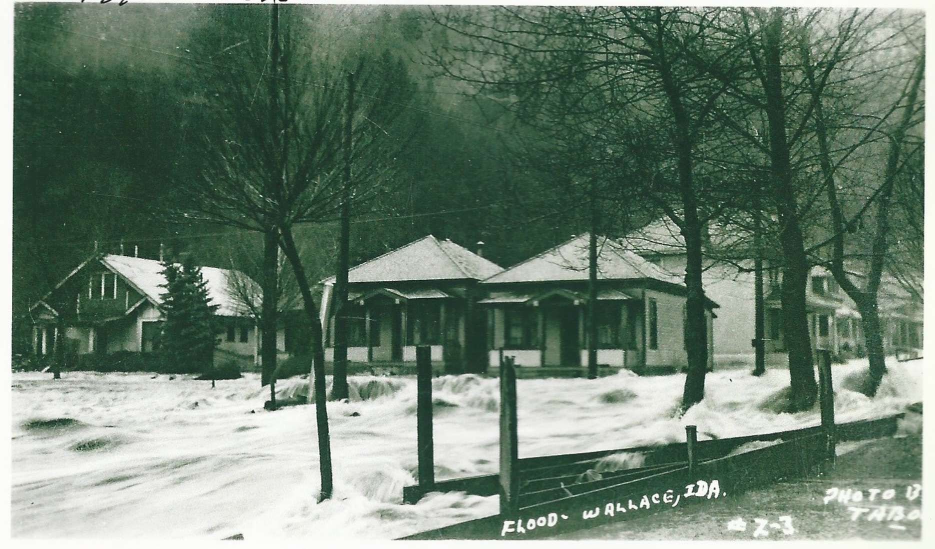
FLOOD - WALLACE, IDA. DEC - 1933 #Z-7 PHOTO B TABOR

f39-002-053

December 1933 Flood: Looking north from 50 feet south of High St.



21 ROSSI-[illegible]-SILJAN HOMES 12-23-33 B&B PHOTO

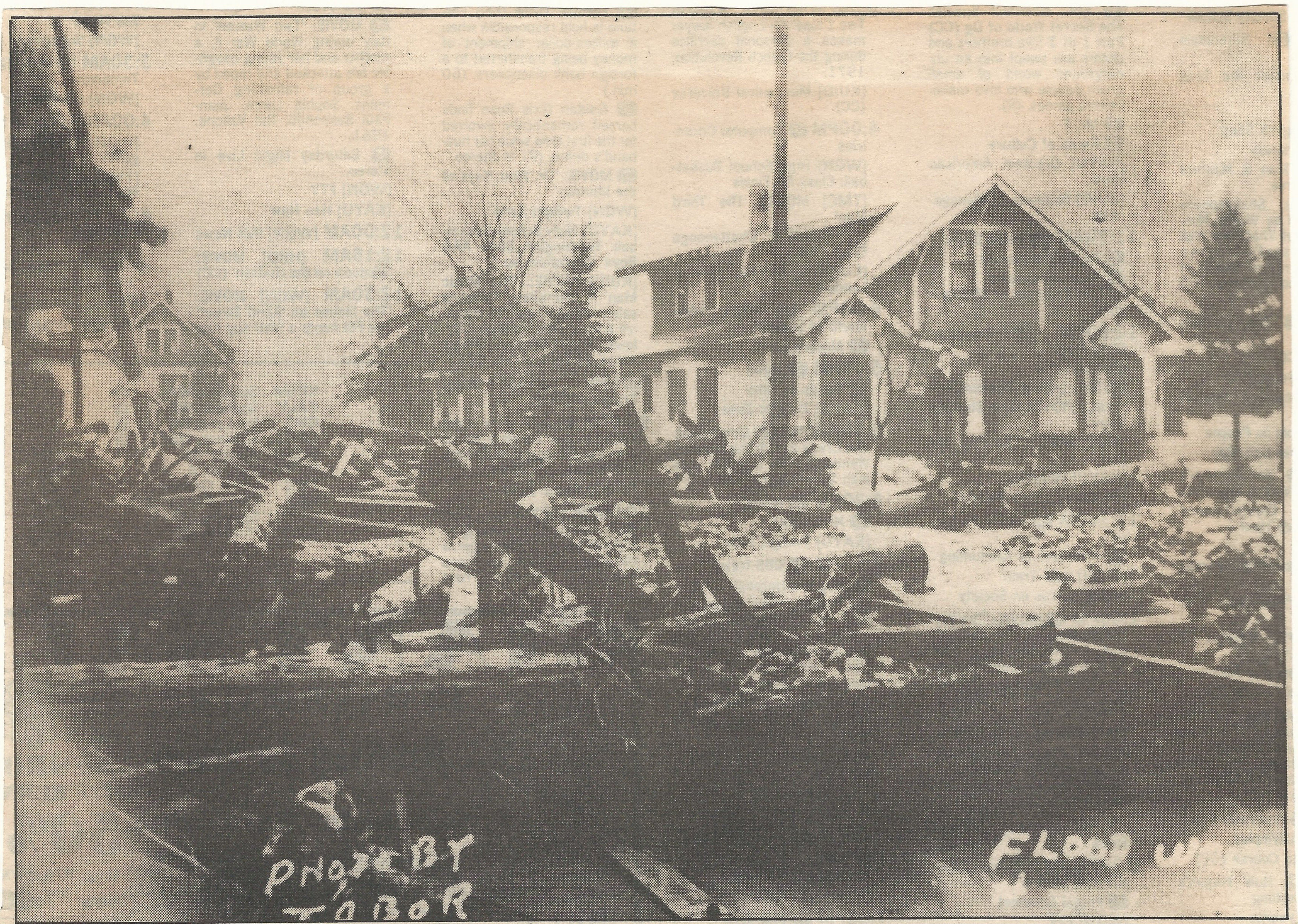


f39-002-086

FLOOD - WALLACE, IDA. #Z-3 PHOTO B TABOR

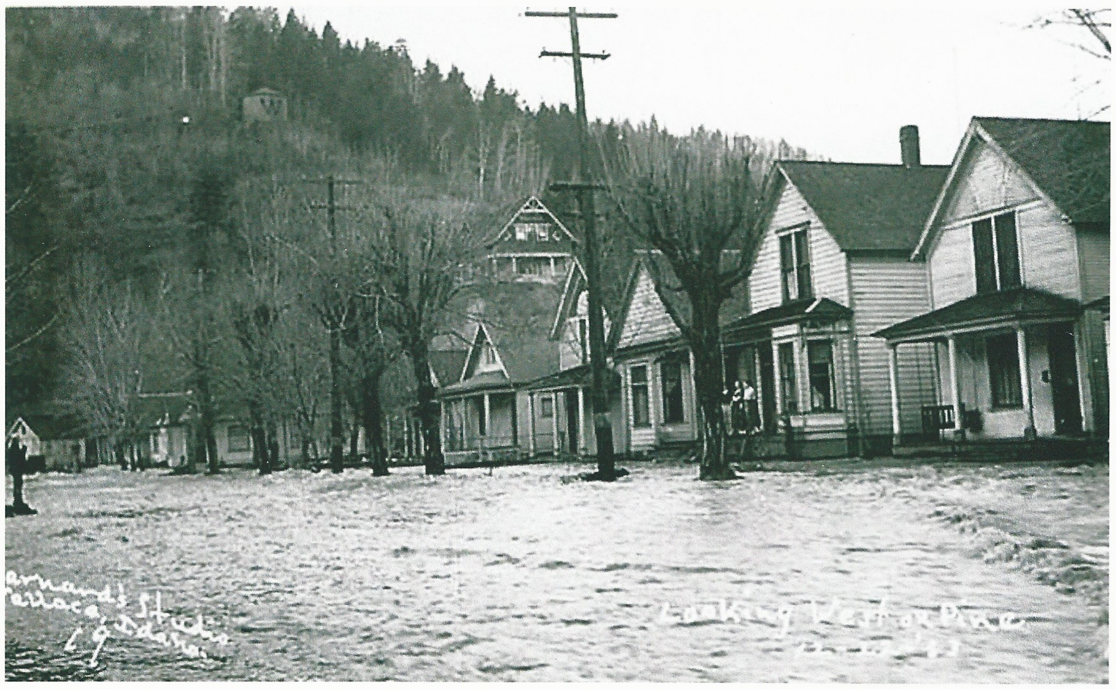
December 1933 Flood: Looking southeast at High St. along King St.

48 [illegible]EL HOME 12-23-33 B&B PHOTO



Wallace flood, 1933

As a follow-up to last week's Valley Vision cover photo showing the Division Street bridge in Kellogg during the 1933 flood, this photo shows conditions in Wallace at that time. The photo provided by Tabor's in Wallace shows a scene looking south along Placer Creek from 50 feet north of High Street. A plugged up bridge over Placer Creek is in the foreground. Flood waters rose to record heights in the Coeur d'Alene Mining District during the Christmas season of 1933.



BS X149-19 33

Pine Street in 1933

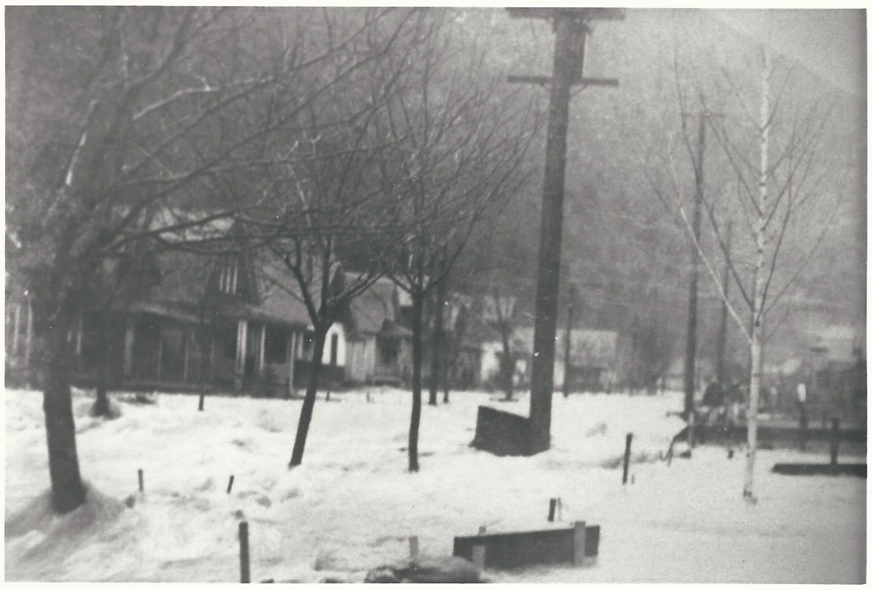
This is Pine Street in Wallace, looking west, in a Dec. 22, 1933, picture.

Just a few days before this date the **Wallace Press Times** ran a story with the headline, "FLOOD DANGER OVER IN SHOSHONE COUNTY."

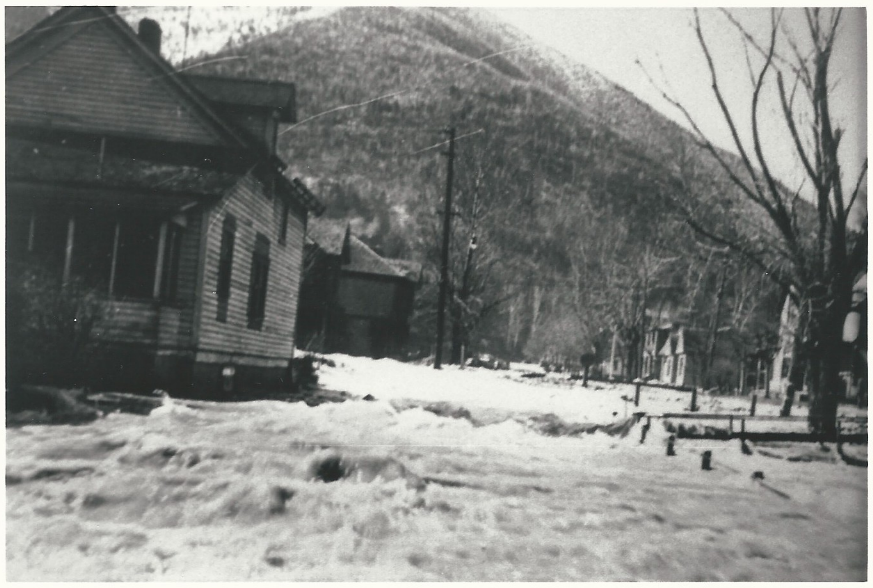
Then on Dec. 22, 1933, the main headline read: "WALLACE SWEPT BY FLOOD WATERS." The story went on, "Wallace faced the most serious flood situation in its history today as Placer Creek and the South Fork of the Coeur d'Alene river inundated the eastern and western sections of the city, causing hundreds of thousand dollars damage and cutting off communication and travel facilities with the outside world."

The 1933 flood in the district was widespread and various headlines in the Dec. 23 paper looked like this: "WATER EVERYWHERE IN KELLOGG REGION;" "SUNSHINE MANAGER DESCRIBES DAMAGE ON BIG CREEK;" "EXPECT TO HAVE RAILWAYS, ROADS OPEN IN 2 WEEKS;" "TO LAND FOOD AT OSBURN AIRPORT;" "RAINFALL MARK IS BROKEN HERE."

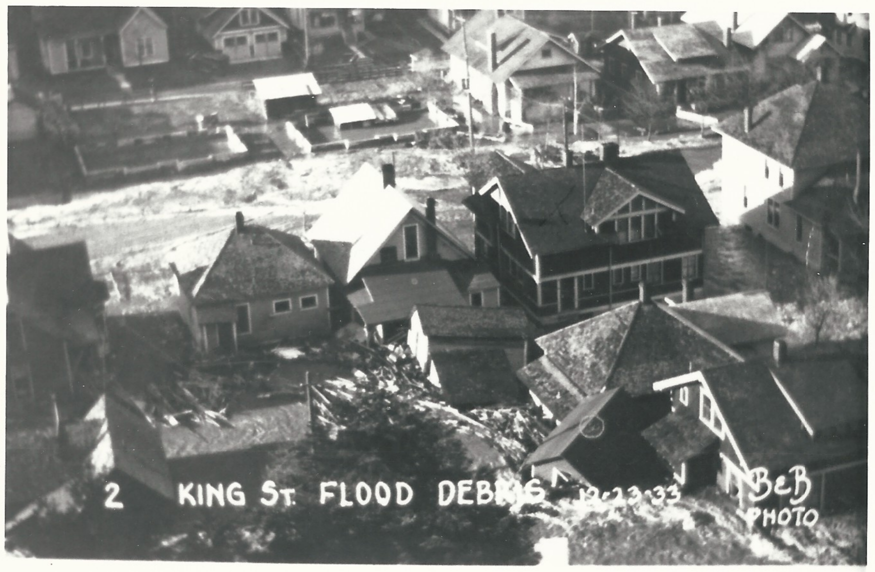
The rainfall story indicated that for the first 23 days of December that year there was a record rainfall of 21.21 inches! (Photo courtesy of Louise M. Neville of Wallace.)



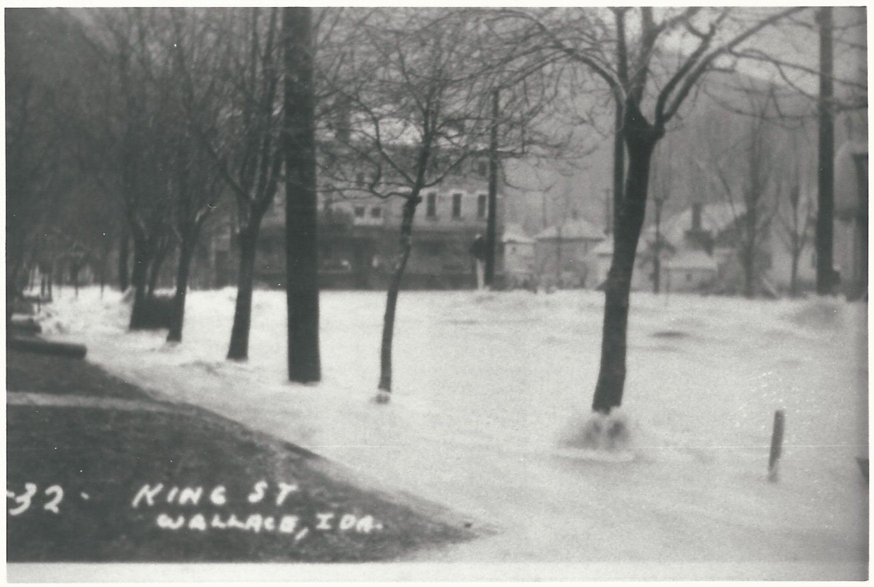
082783 12



082783 9

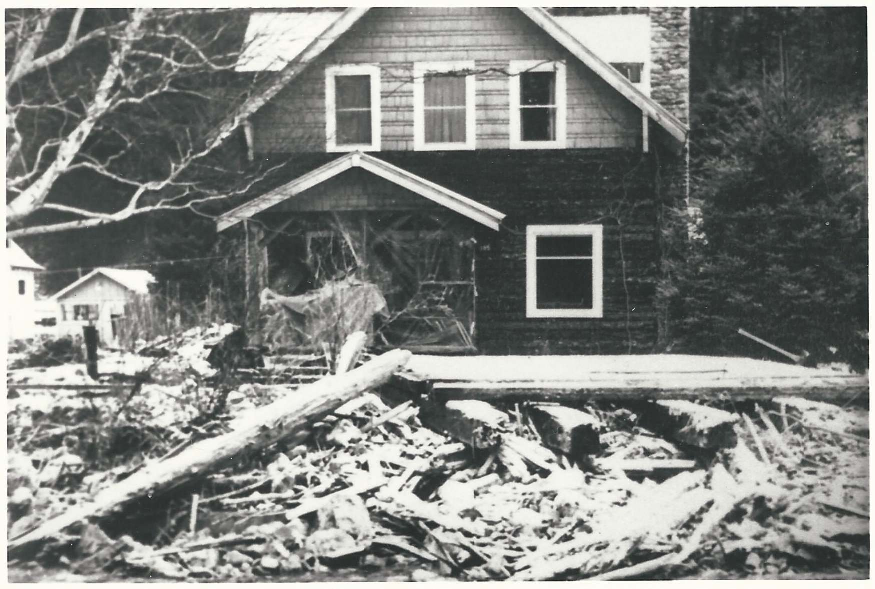

2 KING St. FLOOD DEBRIS 12-23-33
BeB
PHOTO

082783 4

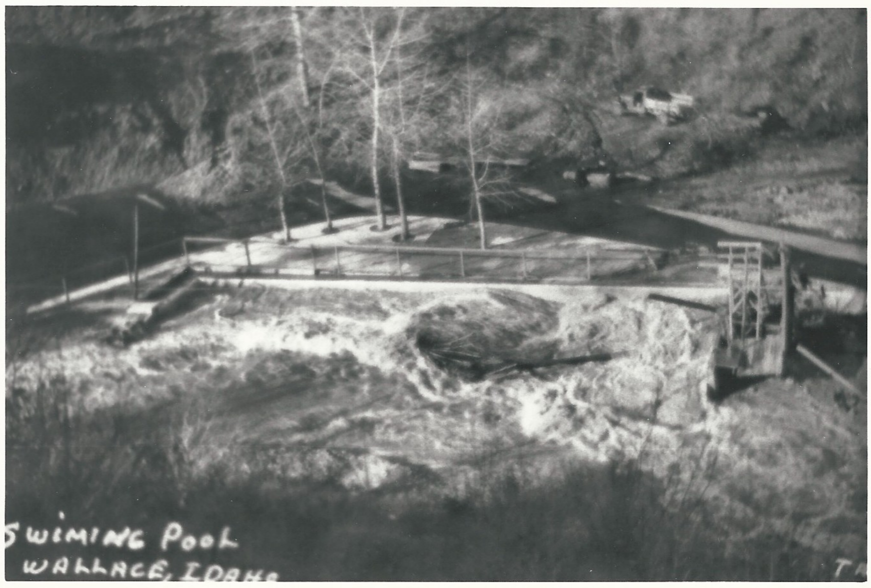

32 KING ST
WALLACE, IDA.

082783 2

Sim 07-08

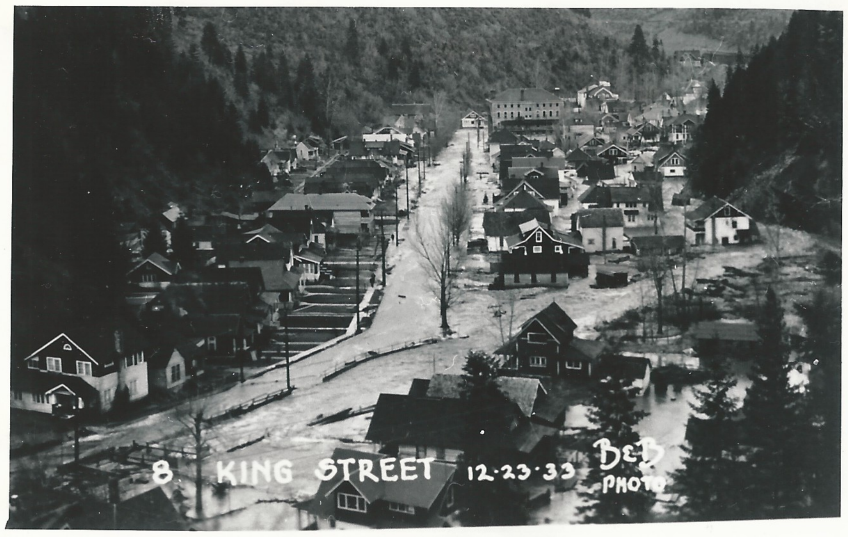


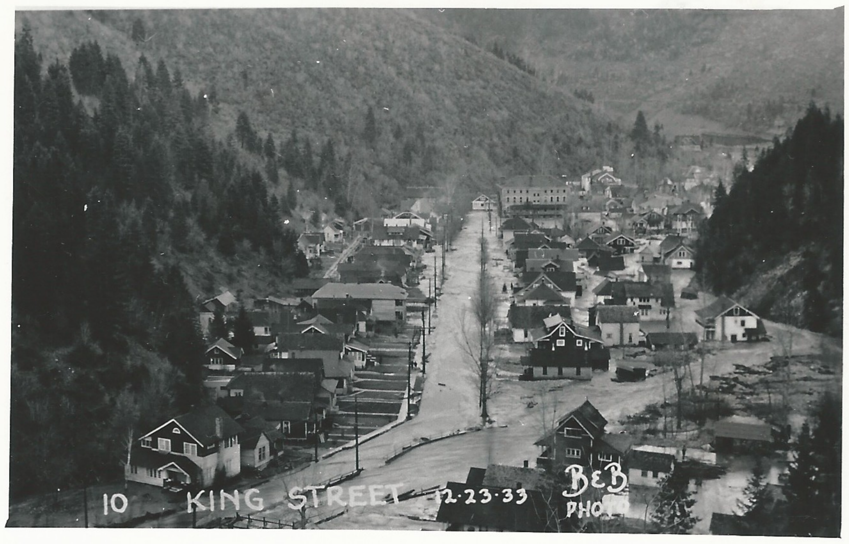
082783 13

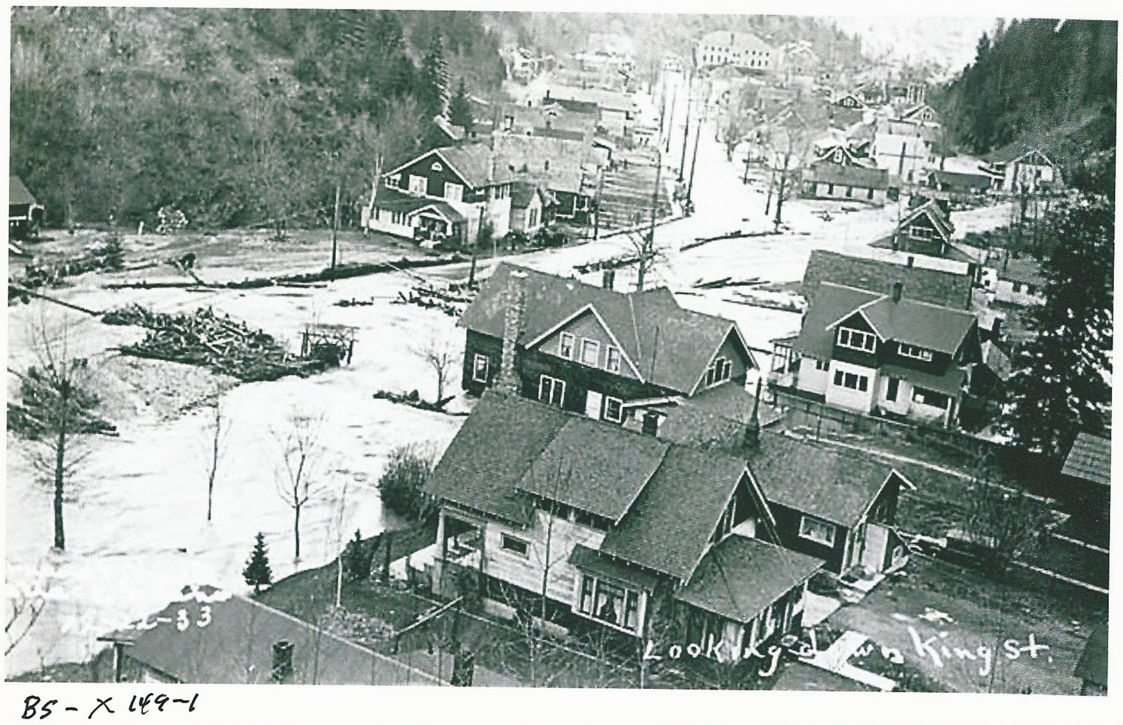

SWIMING POOL
WALLACE, IDAHO
T

#20 007-046

082783 5


8 KING STREET 12-23-33
B&B PHOTO

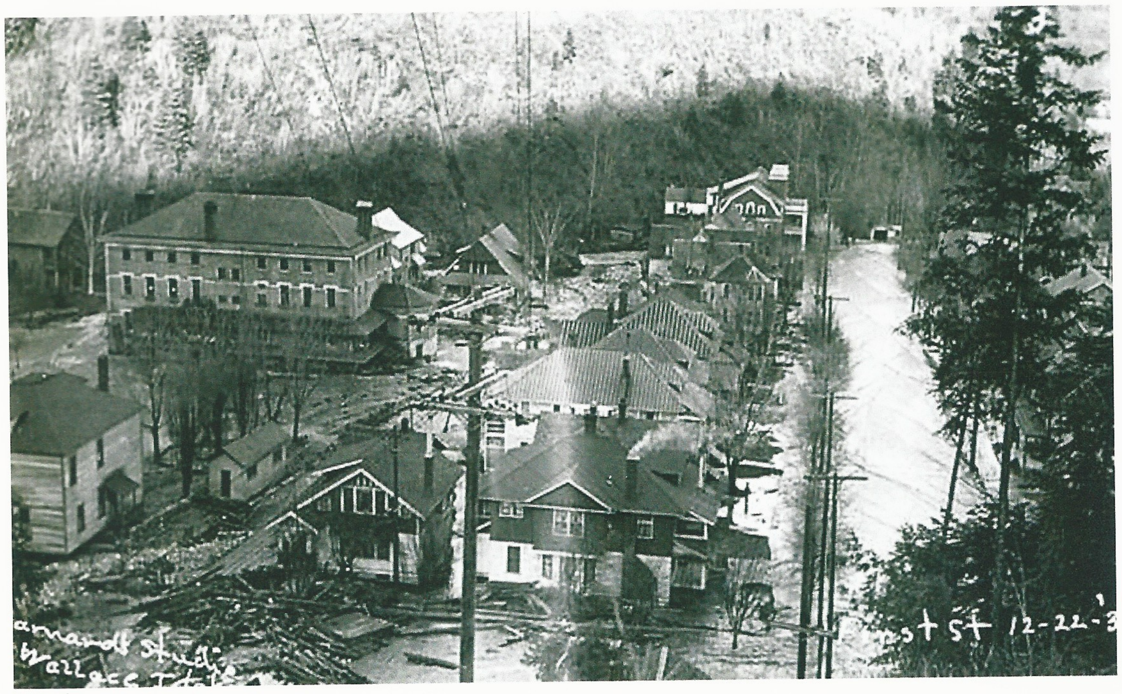

10 KING STREET 12-23-33
B&B PHOTO


12-22-33
Looking down King St.

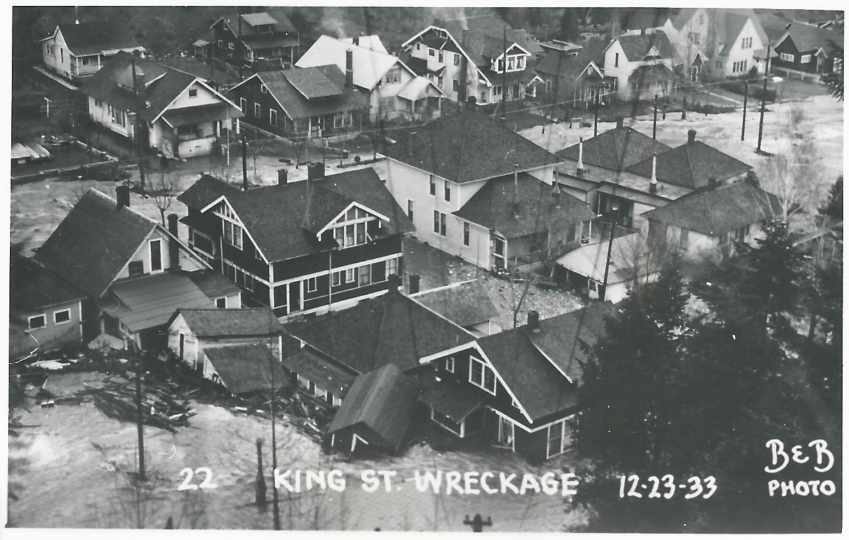
BS-X 149-1

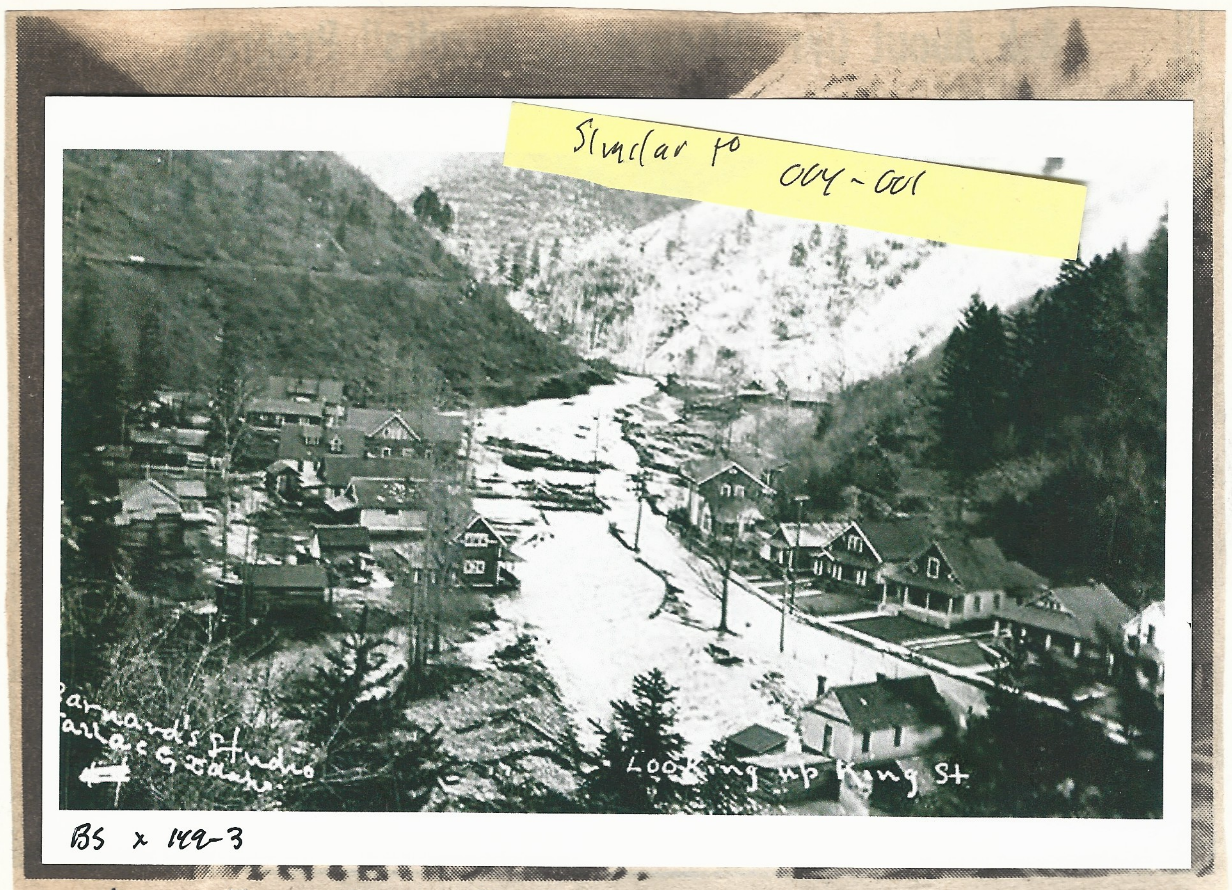
Looking Down Placer Ck.

33


arnandt Studio
Wallace
rst St 12-22-3

BS / 149-2


22 KING ST. WRECKAGE 12-23-33
B&B PHOTO

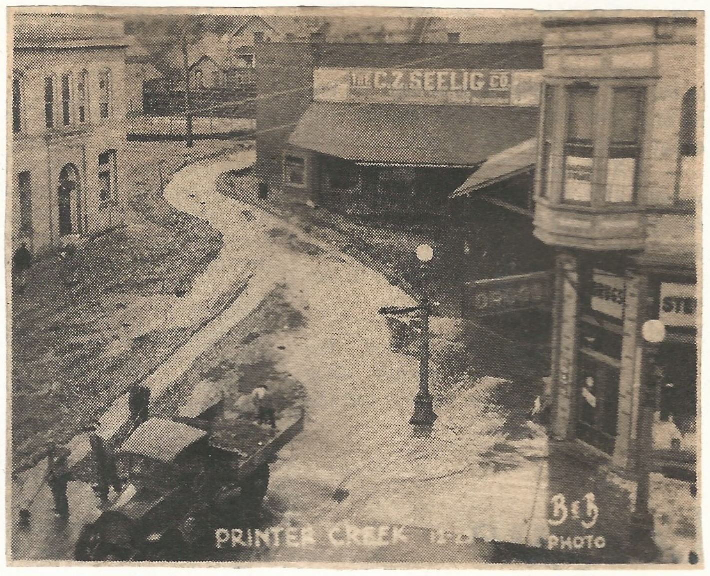

Similar to 004-001

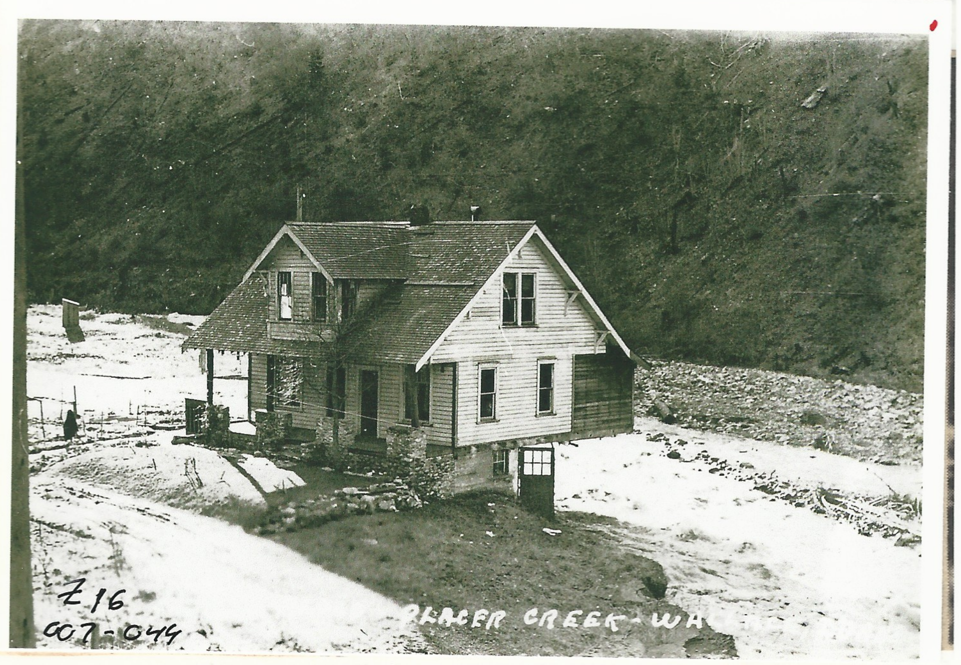
Barnard's Studio Wallace Idaho
Looking up King St

BS x 149-3

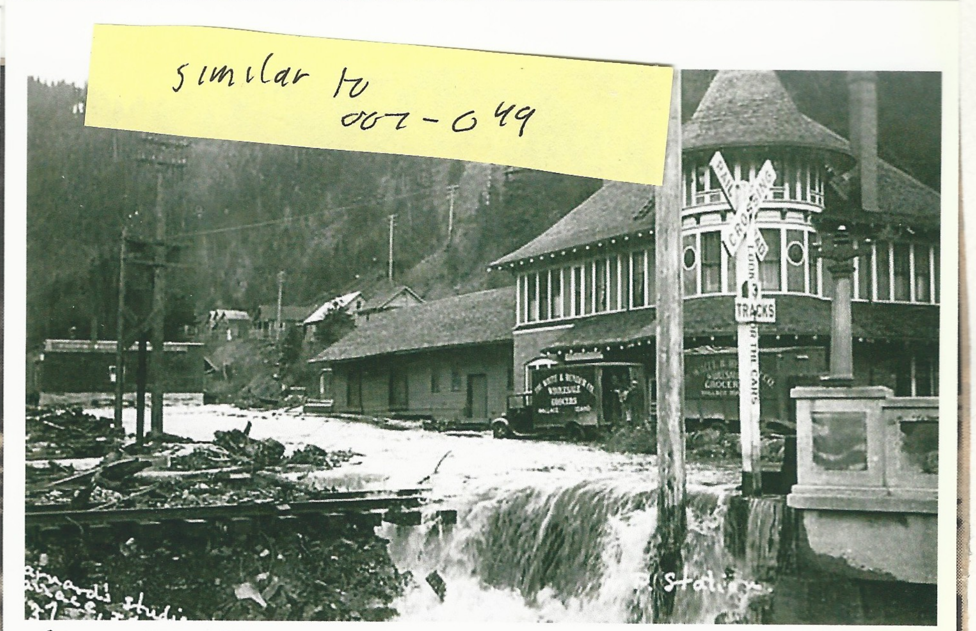
Upstream From Canyon Mouth

33


THE C.Z.SEELIG CO
PRINTER CREEK
B&B PHOTO

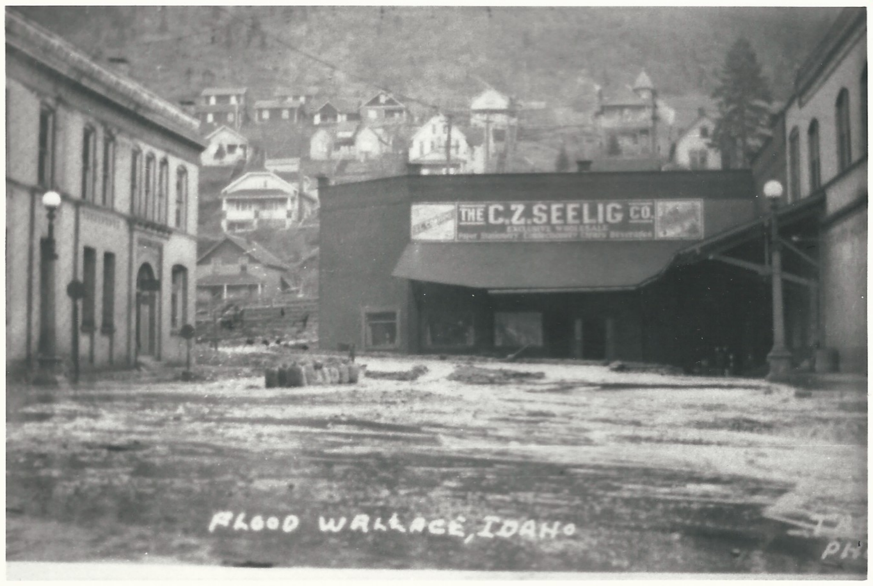

PLACER CREEK - WA

Z16
007-044


Similar to 007-049

TRACKS
Barnard's Wallace Studio
37
Station

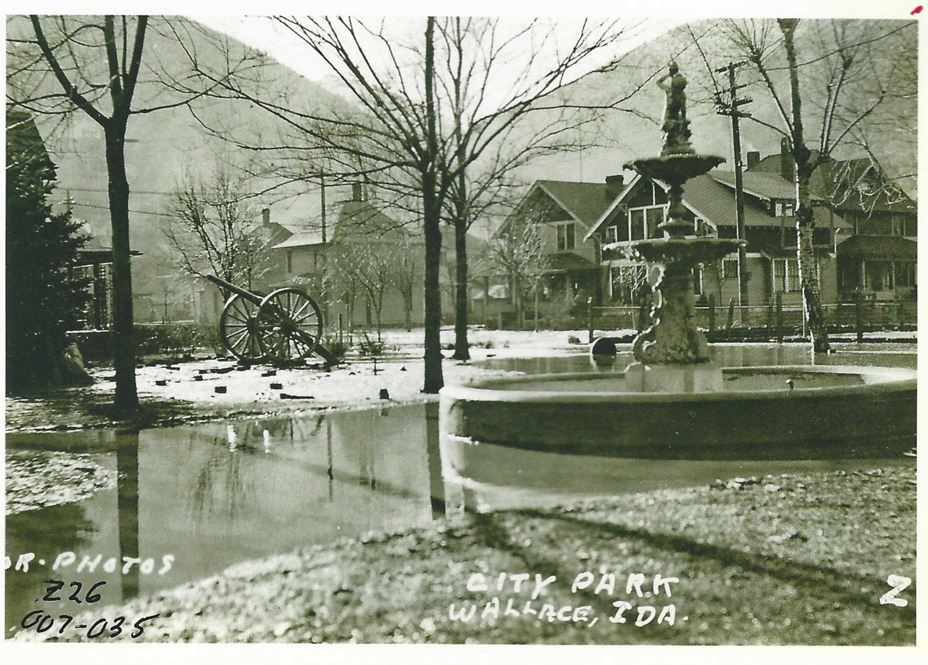
BS x 149-37


THE C.Z.SEELIG CO.
FLOOD WALLACE, IDAHO
TA
PH

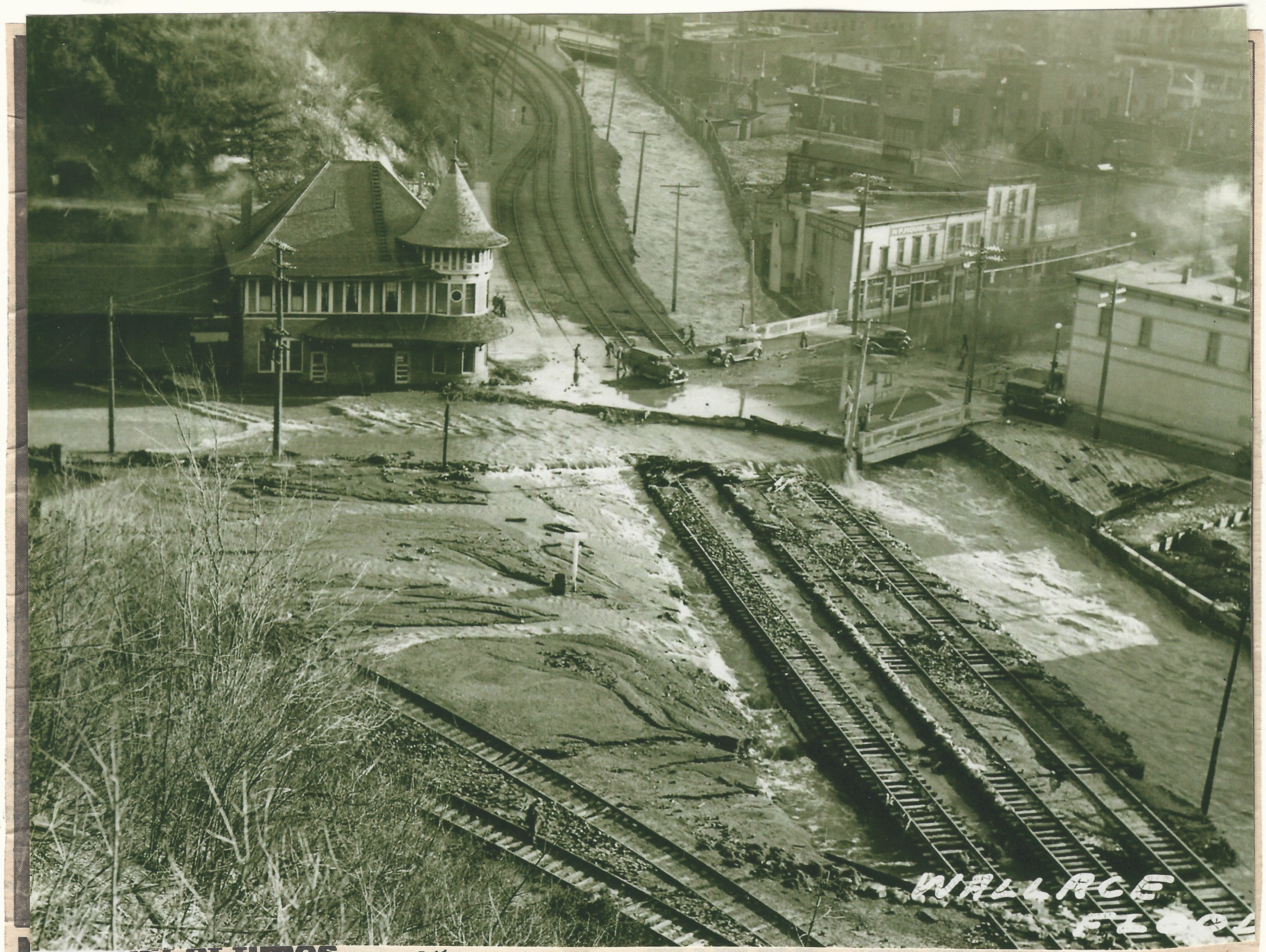
Z14 007-046

082783

1


R. PHOTOS
CITY PARK
WALLACE, IDA.
Z

Z26
007-035



Not best of times

272

007-016

With the happy occasion of the Second Last Annual Depot Days Festival planned for Saturday, a look back at less than happy times around the Northern Pacific Depot is revealed in this December 1933 picture showing some of the devastation caused by flooding conditions at that time. Nine Mile creek raged over its banks on the evening of Dec. 22 washing out the pavement beside the Depot and severed the N.P. and Union Pacific tracks.

The *Wallace Press-Times* of Dec. 23 devoted most of the front page to flood stories. It was reported: "With 4.91 inches of rain falling during the 64 hours preceding 9:30 o'clock this morning, an all-time rainfall record for Wallace has beer broken, the total precipitation for the 23-day period since Dec. 1 being 21.21 inches."

Other stories went like this: "Ten men, a woman and a 7-year-old girl, moved from the Wallace hospital to the Providence hospital when the Placer creek overflow threatened the former institution Thursday night are doing nicely today, reports from the hospital indicate."

"Advice to residents of Wallace to boil all water for domestic use was issued this morning by Dr. C.S. Stone, city health officer."

"About 150 telegrams were brought to the Western Union office here from Spokane by Harold DeMars, University of Idaho student, who made the trip from Spokane by plane to Kellogg and on foot from Kellogg to Wallace."

"Trapped in the basement of their home on First Street when a sudden shifting of the Placer creek channel sent water pouring into their home Thursday night, Mr. and Mrs. R.S. Merriam narrowly escaped death by drowning, according to reliable information obtained today." (Photo from R.V. Nixon collection courtesy of Axel Carlson.)

SIM - 007-033

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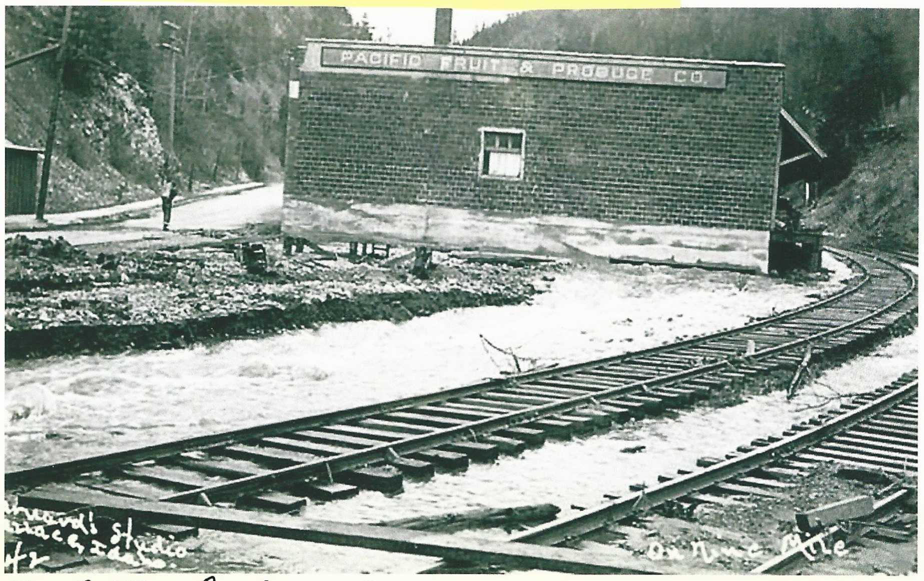
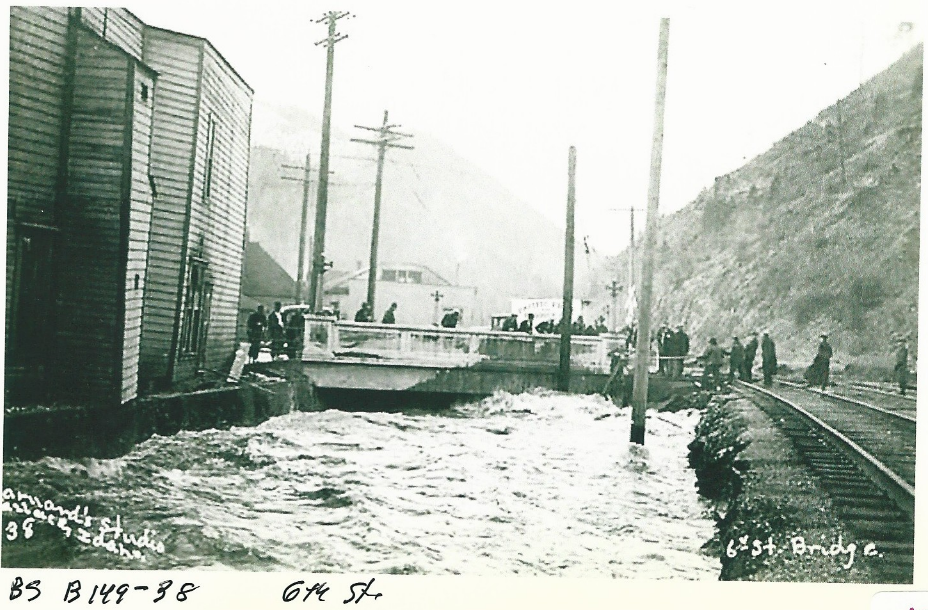
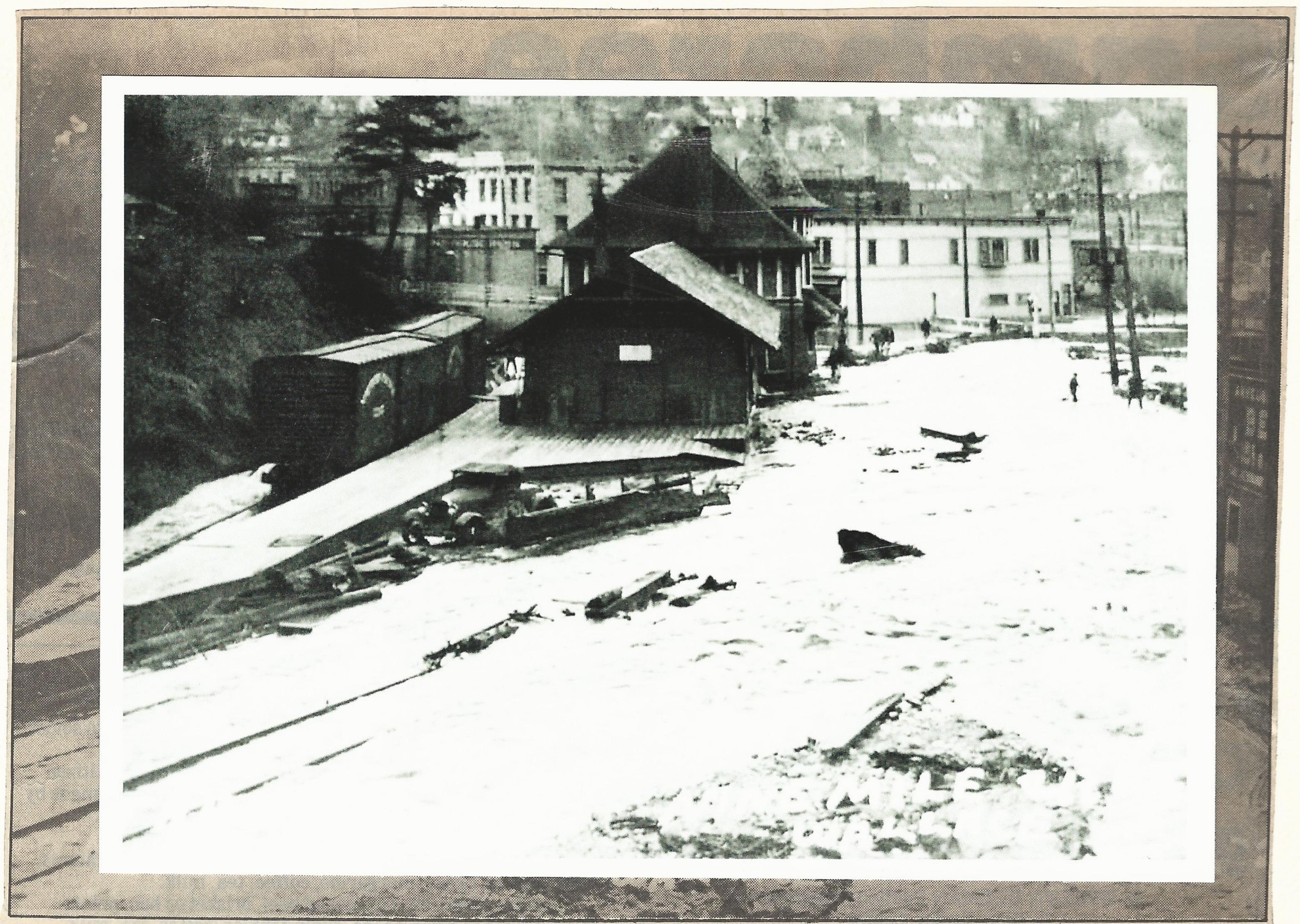


BS 149-42 Pacific Fruit - 9 mile



BS B149-38 6th St.

17

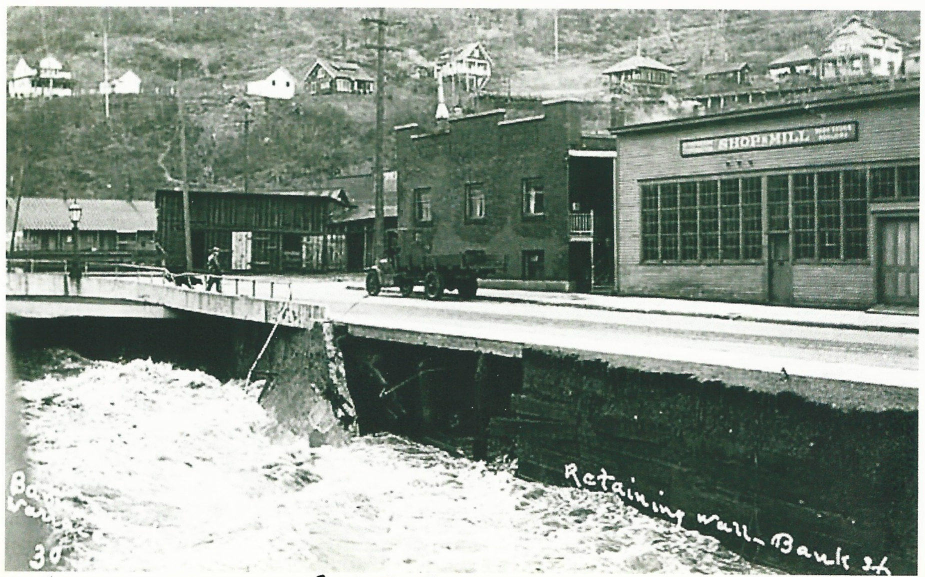


Flood attacks

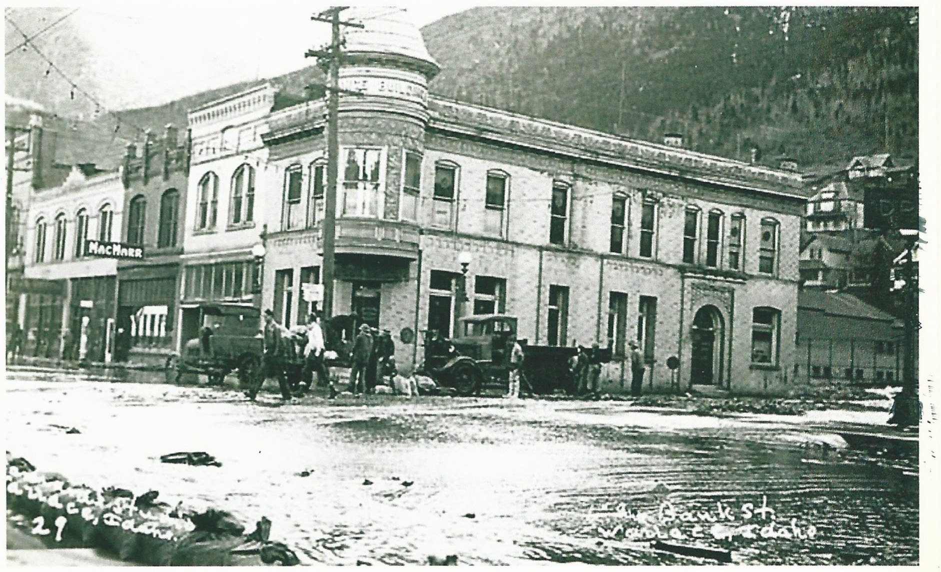
The Northern Pacific Depot in Wallace, which will be dedicated as a museum on Saturday, Sept. 26, has experienced some difficult times in its 84-year history. One of these occasions occurred in December of 1933 when the entire Silver Valley was inundated by flood waters.

This picture shows the flooding that came down Nine Mile creek beside the depot where Wallace residents can be seen working with shovels to keep the water off the Sixth Street bridge.

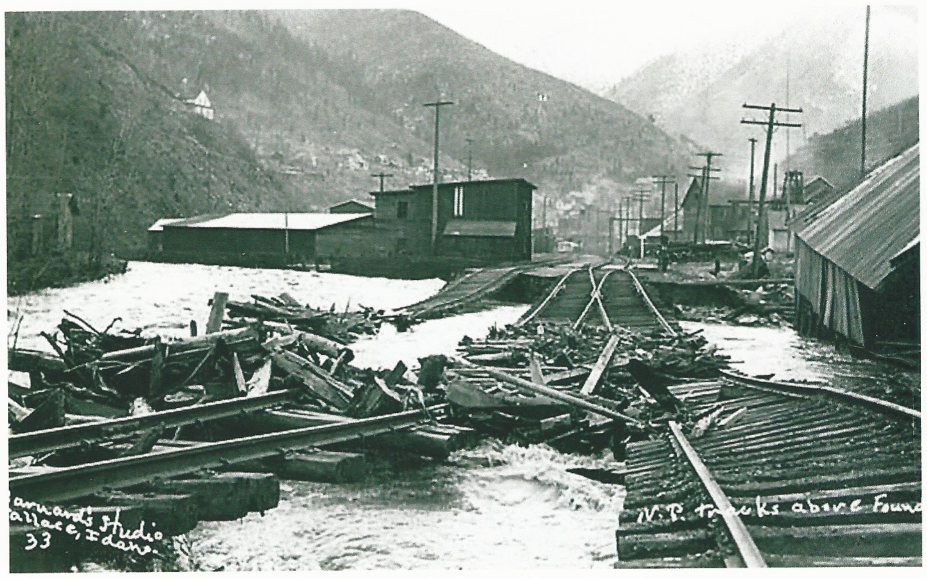
Other things of note include the freight shed next to the depot, the freight cars positioned for loading or unloading, a foot bridge that connected the second story of the depot to the hillside, and the Model A Ford Convertible trapped by the flood waters. (Photo courtesy of Wallace Public Library.)



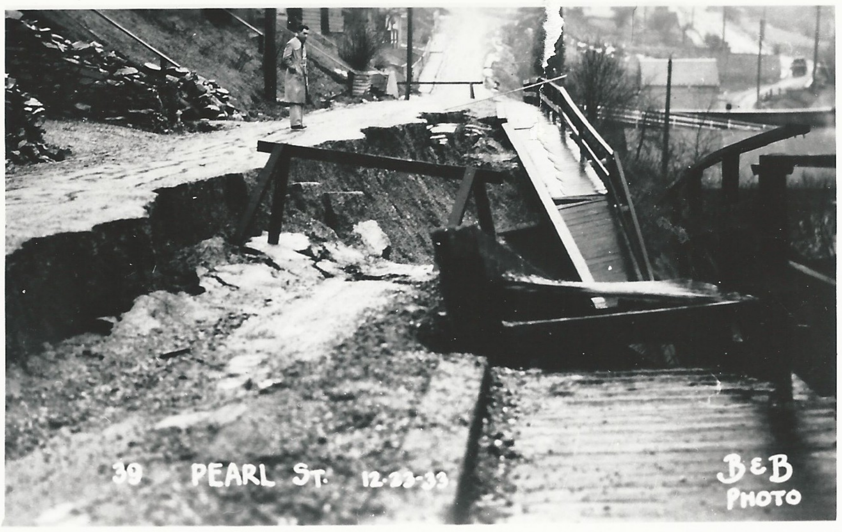
BS B149-30 Bank St. Ret-Wall

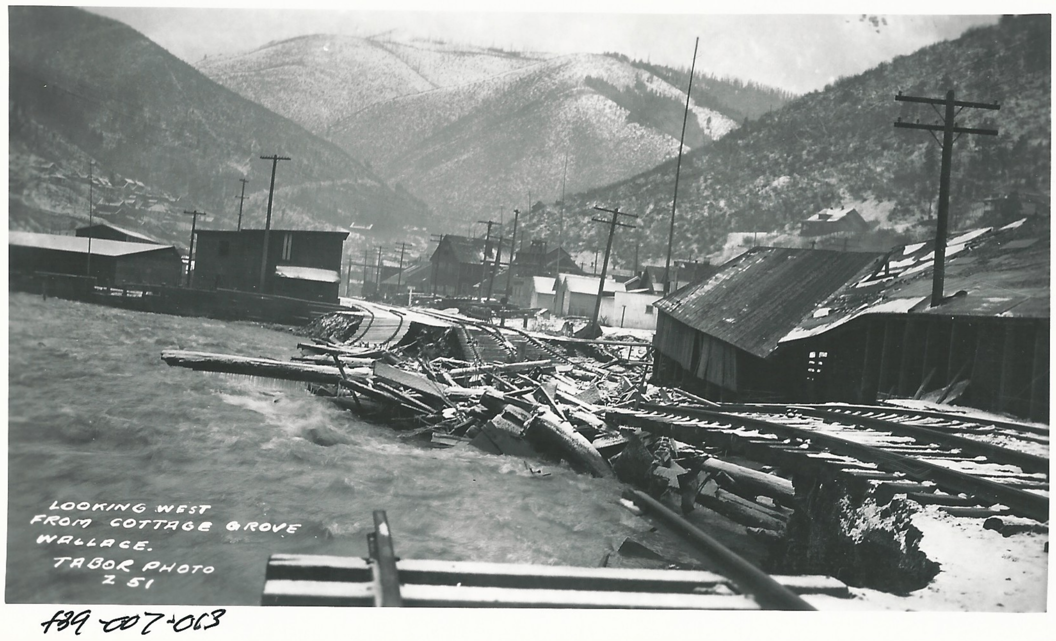


BS B149-29 6th & Bank

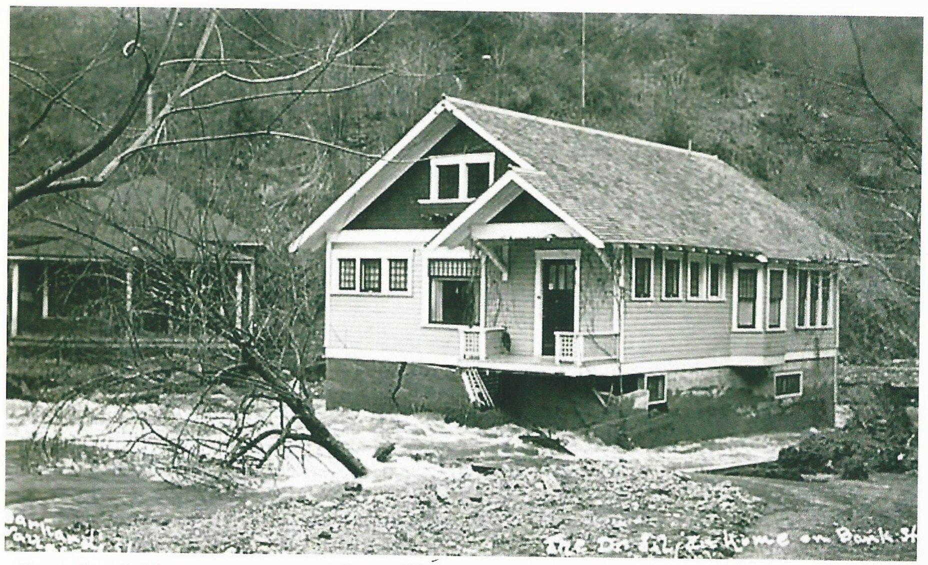

arnard's Studio
allace, Idaho
33
N.P. tracks above Found

BS B142-33

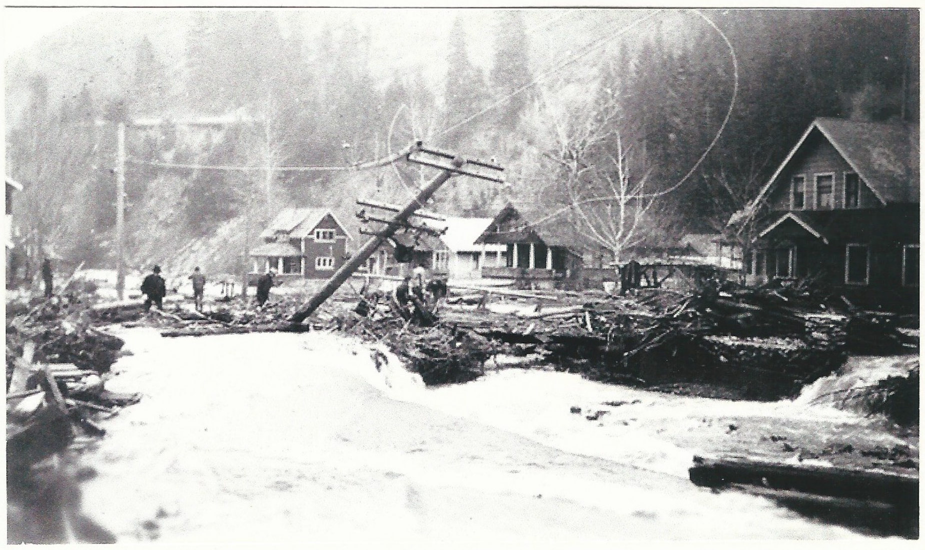

39 PEARL ST. 12-23-33
B&B PHOTO

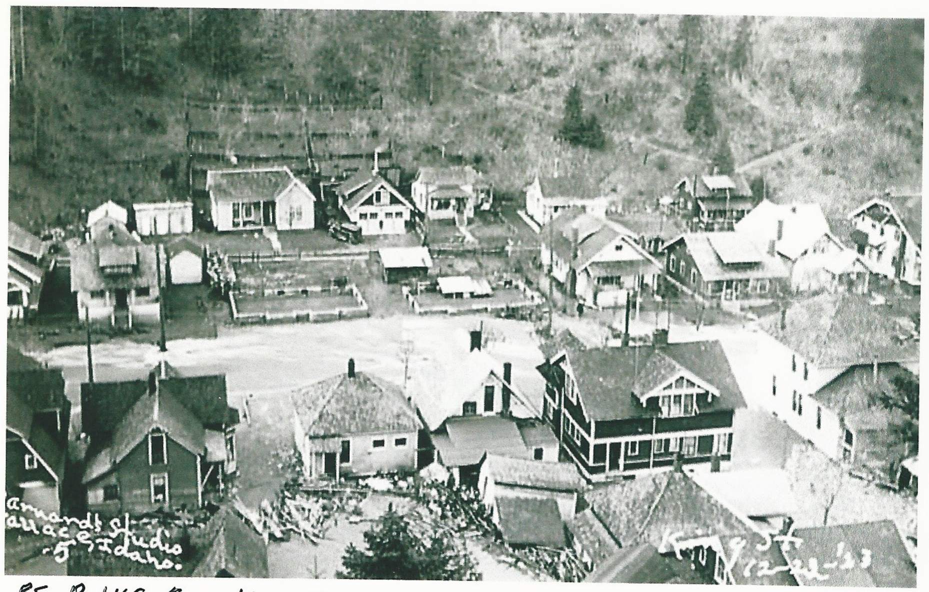

LOOKING WEST
FROM COTTAGE GROVE
WALLACE.
TABOR PHOTO
Z 51

f89-007-063

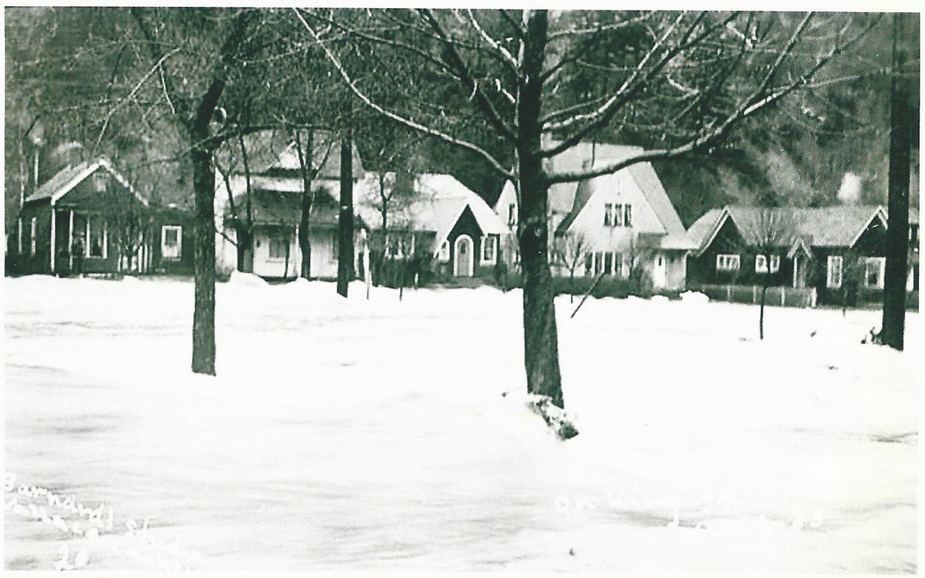

The Dr. [illegible] Home on Bank St

BS B142-35 Dr. Silzer House Bank St.

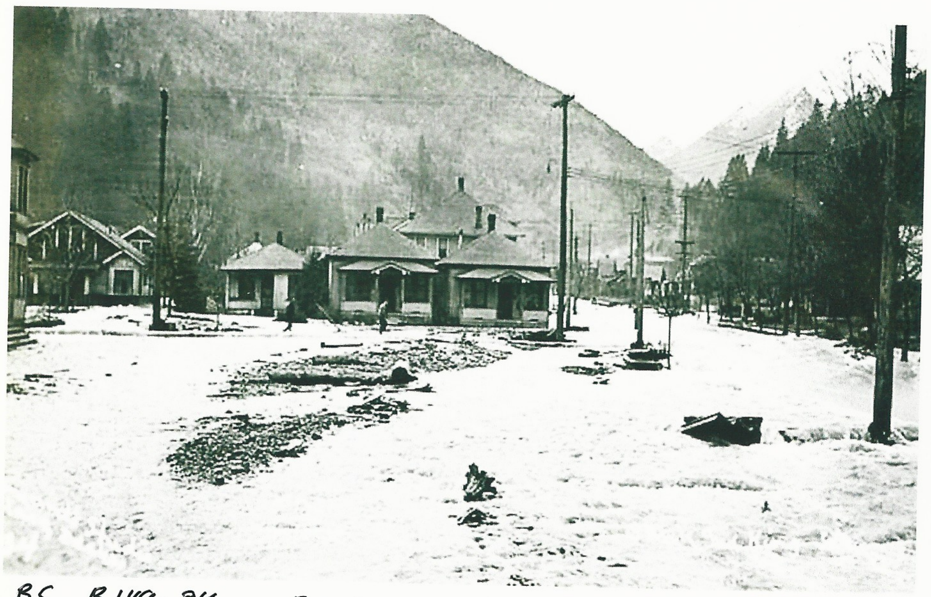



Barnard's Studio
Wallace Idaho
King St. 12-22-33

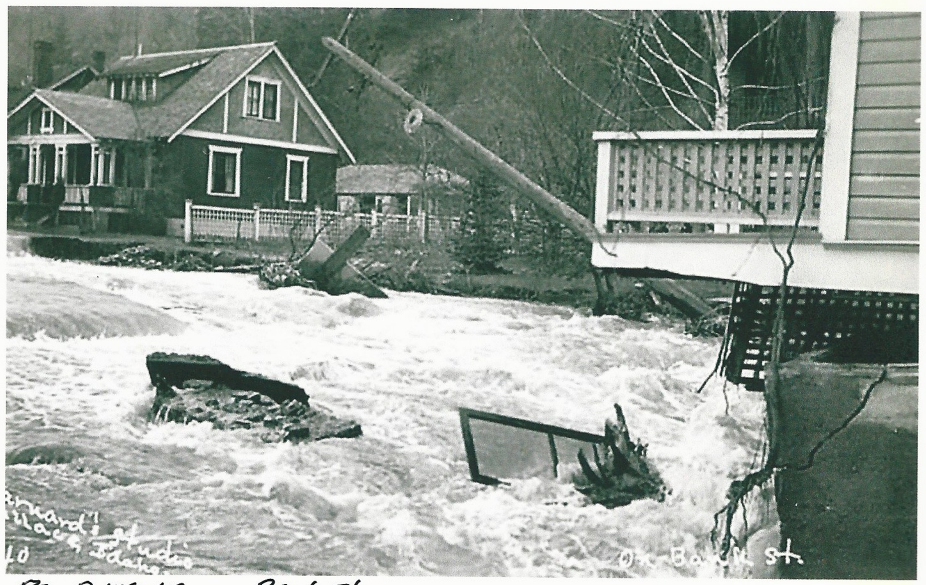
BS B149-5 King St.



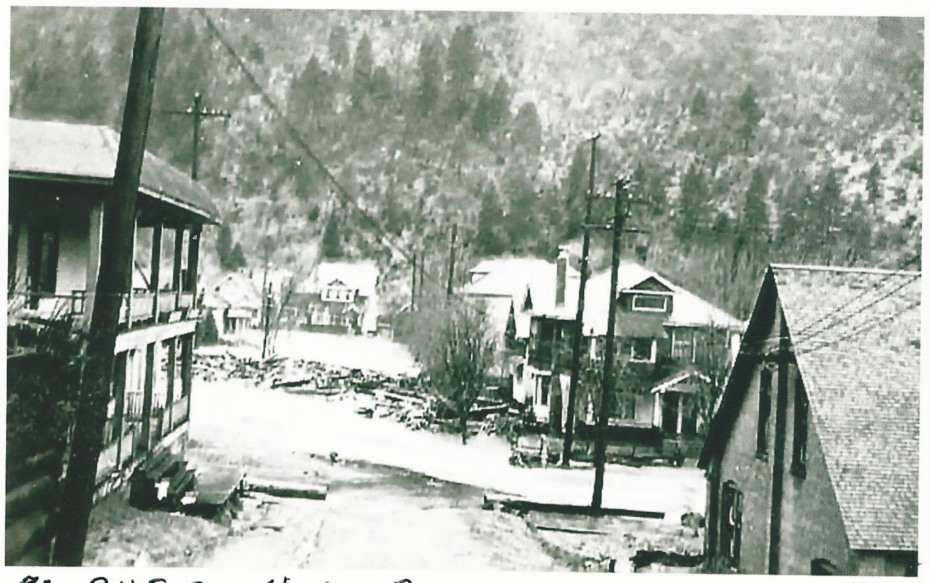
BS B149-20 King St.



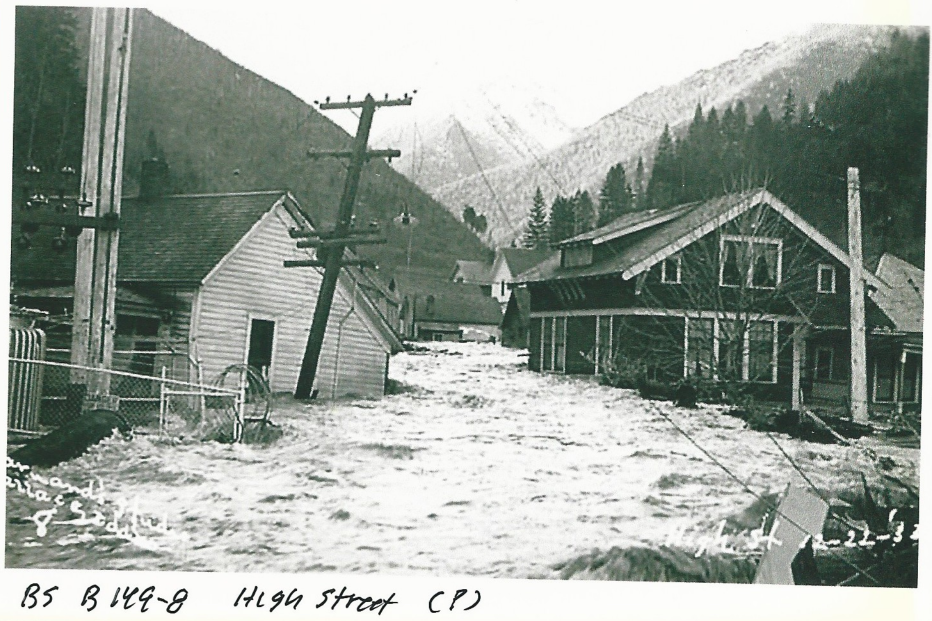
BS B149-34 Bank & King St


Barnard's Studio
Wallace Idaho
40
On Bank St.

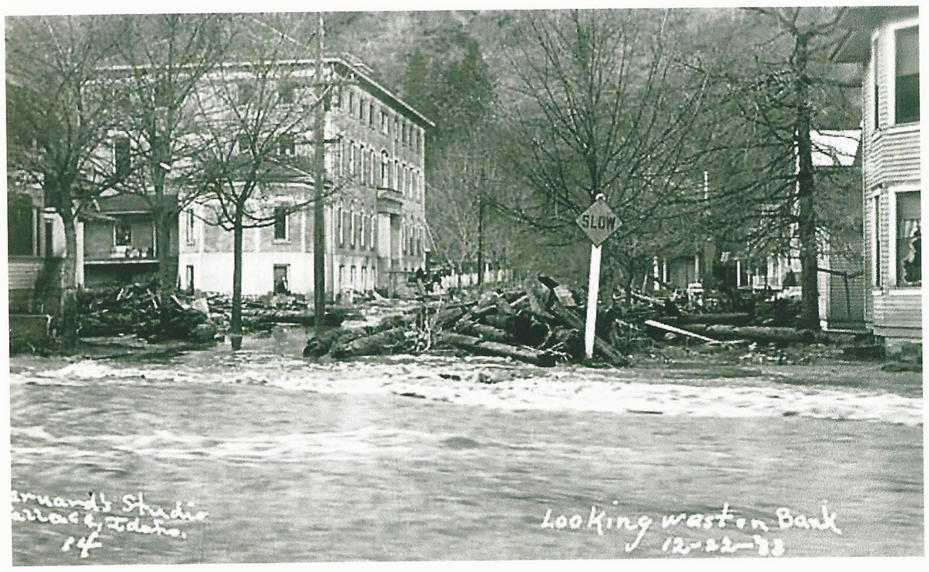
BS B149-40 Bank St



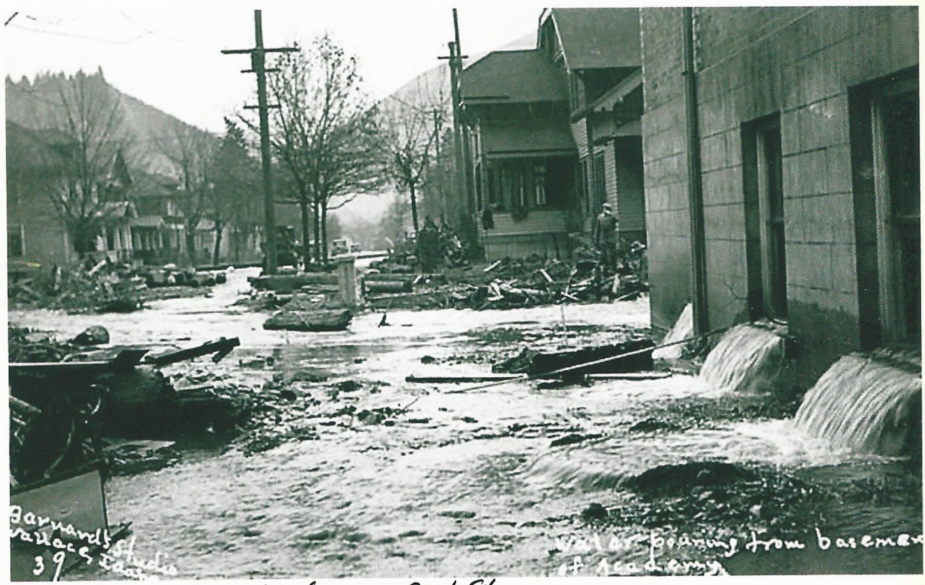
BS B145-3 High & Bank St


High St 12-22-3

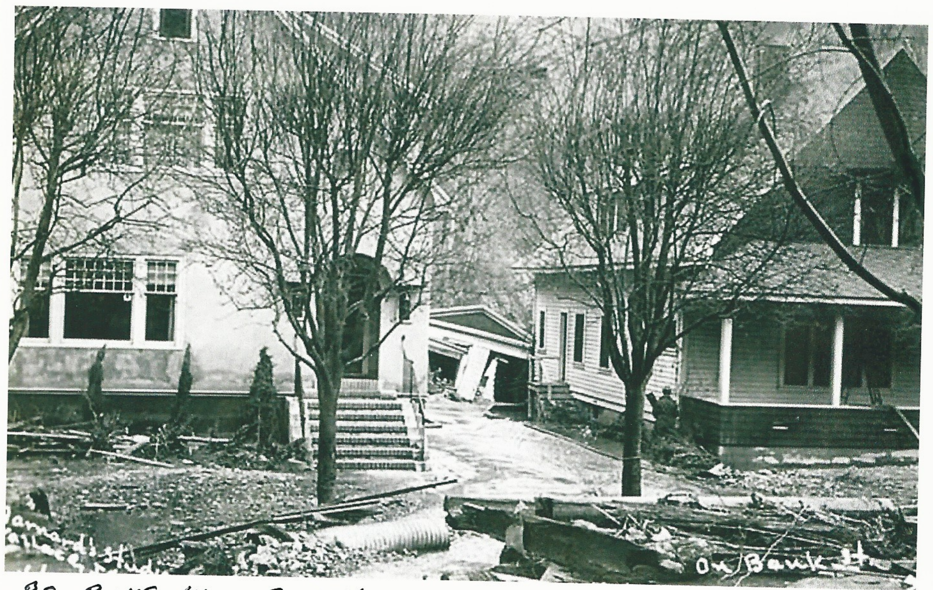
BS B149-8 High Street (P)


Barnard's Studio
Wallace, Idaho.
14
Looking west on Bank
12-22-33

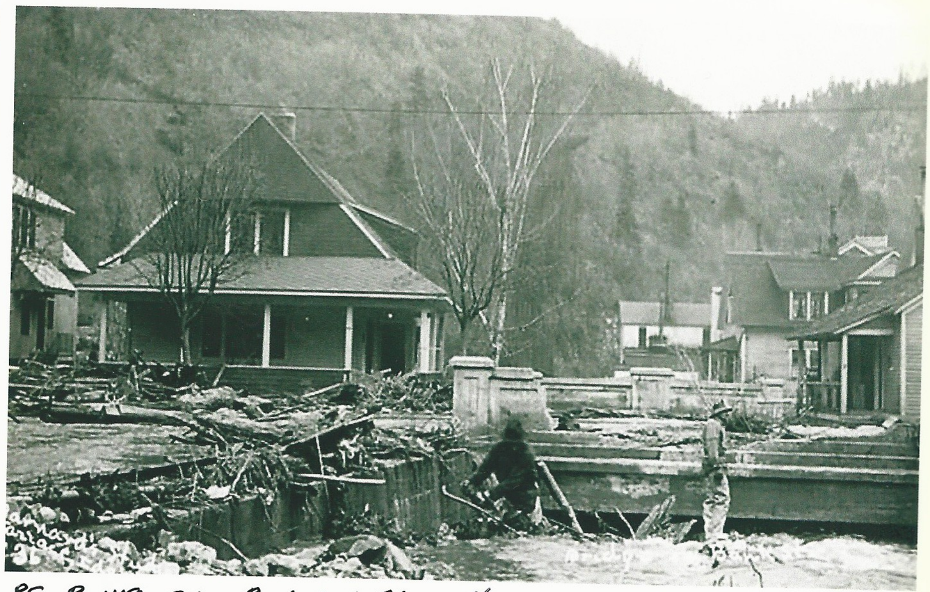
BS B149-14 Bank


Barnard's Studio
Wallace, Idaho
39
Water pouring from basement of Academy

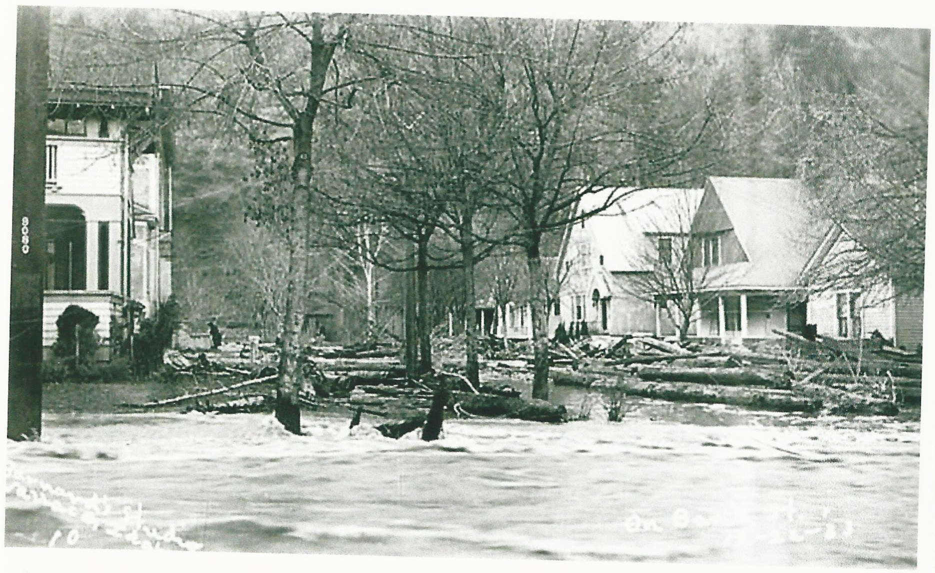
BS B149-32 Academy on Bank St.


Barnard's Studio
Wallace, Idaho
On Bank St

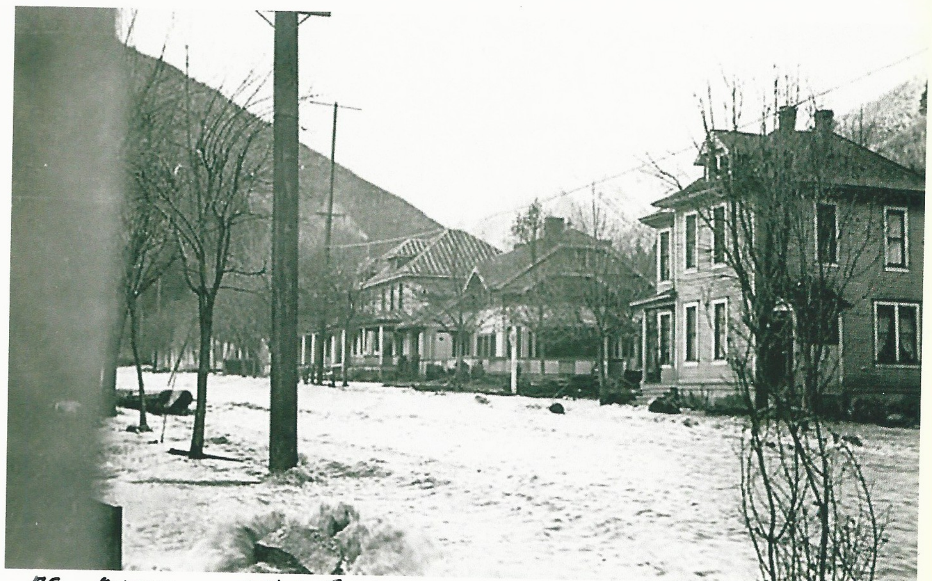
BS B149-41 Bank St


Barnard's Studio
Wallace, Idaho

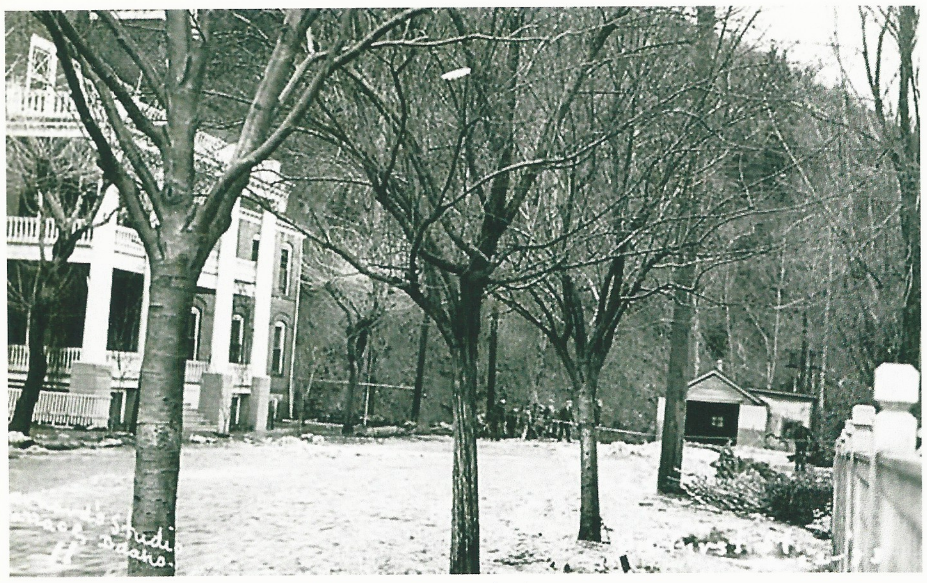
BS B149-39 Bank St & Placer Ck.


8080
Barnard's Studio
Wallace, Idaho
10
On Bank St.
12-22-33

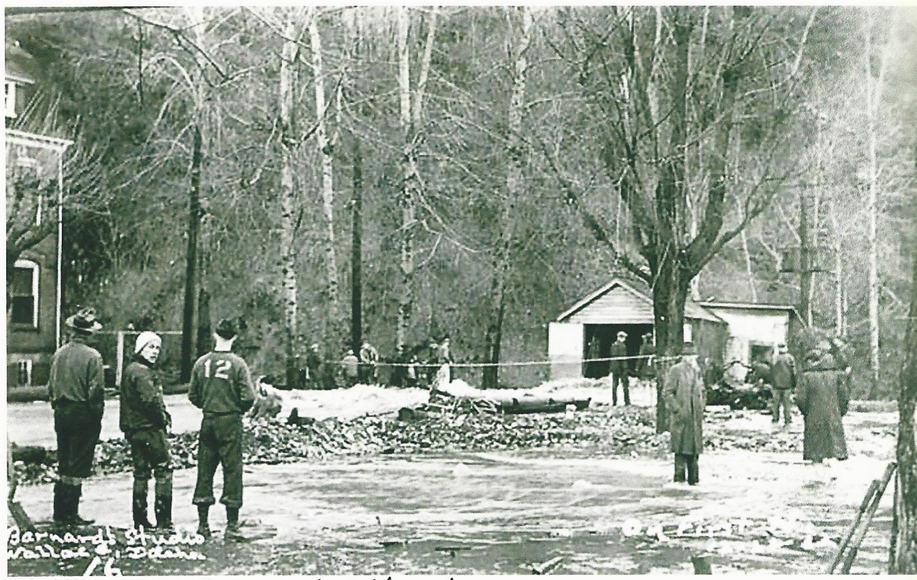
BS B149-20 Bank St.



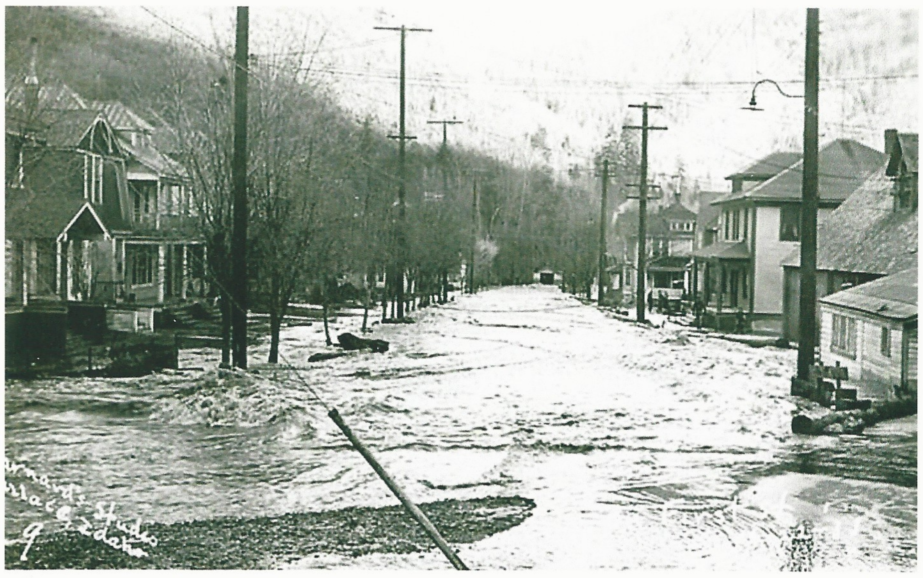
BS B149-1 1st & Bank


Barnard's Studio
Wallace, Idaho
11

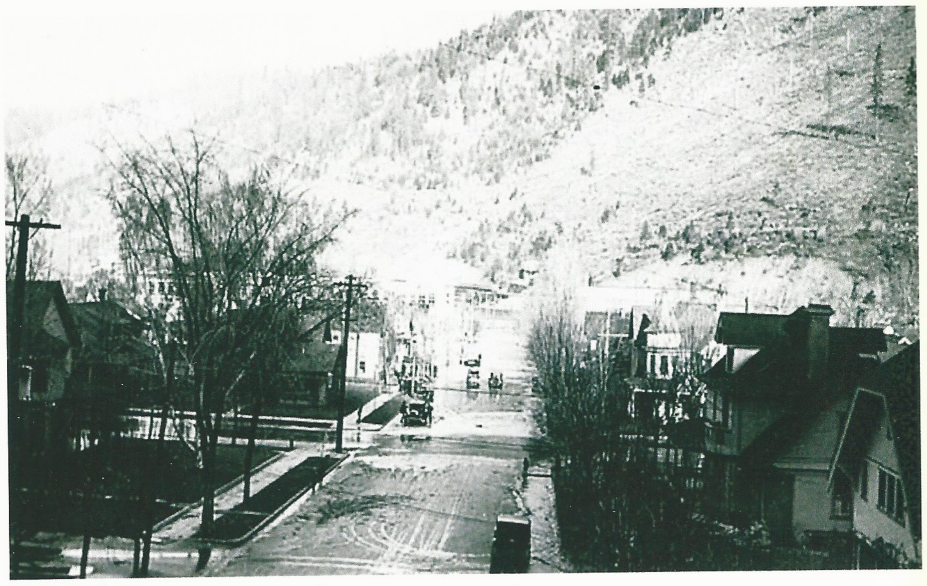
BS B149-11 1st St @ Hospital


Barnard's Studio
Wallace, Idaho
16

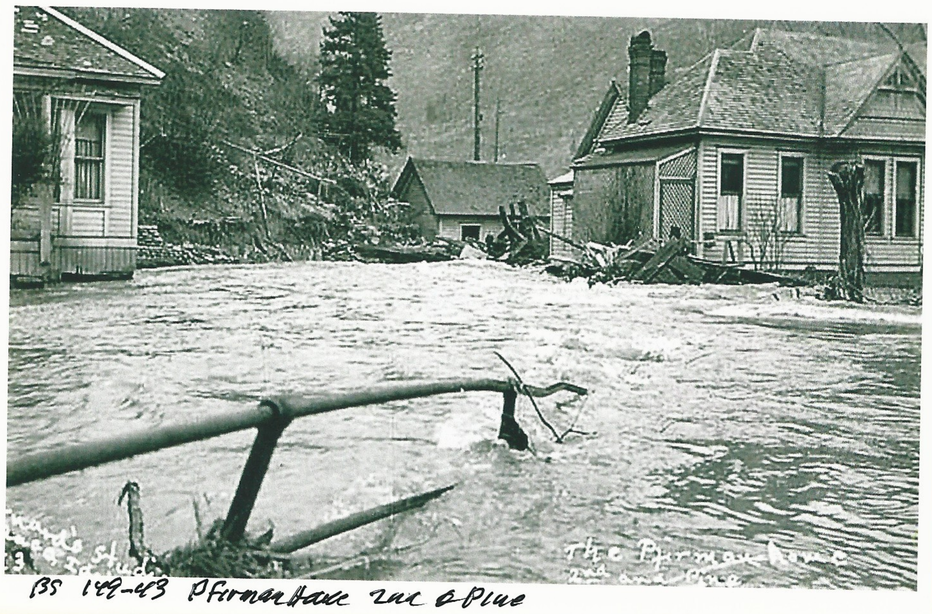
BS B149-16 1st @ Hospital


Barnard's Studio
Wallace, Idaho
9

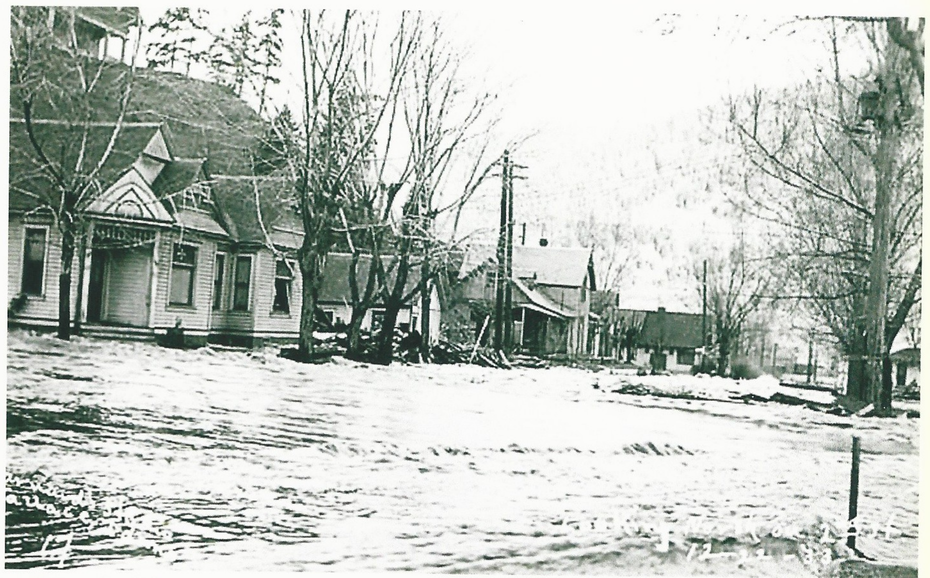
BS B 149-9 1st St.



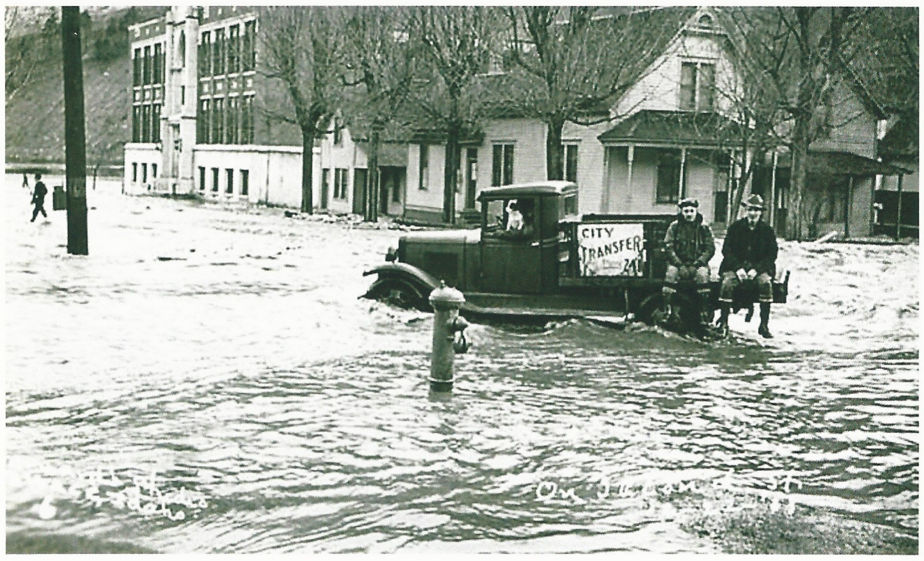
BS B 185-3 4th @ Cedar St.


Barnard's Studio
Wallace, Idaho
13
The Pfirman home
2nd and Pine

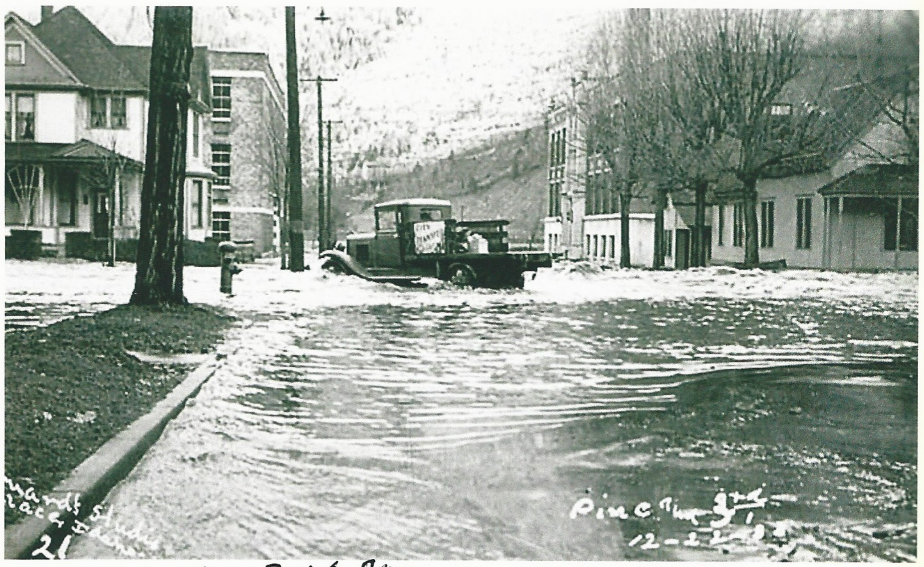
BS 149-43 Pfirman Home 2nd & Pine



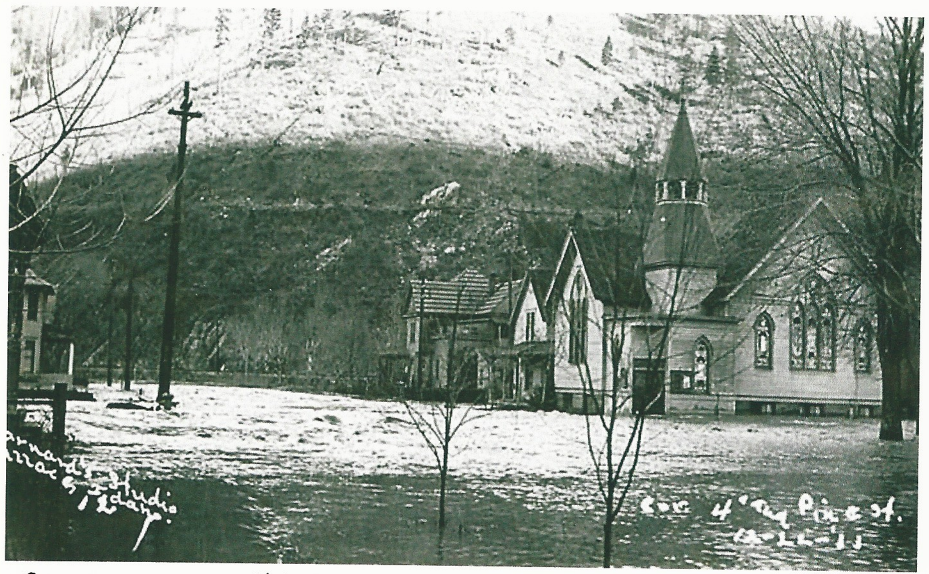
BS B 149-17 Looking N on 2nd


CITY TRANSFER
On

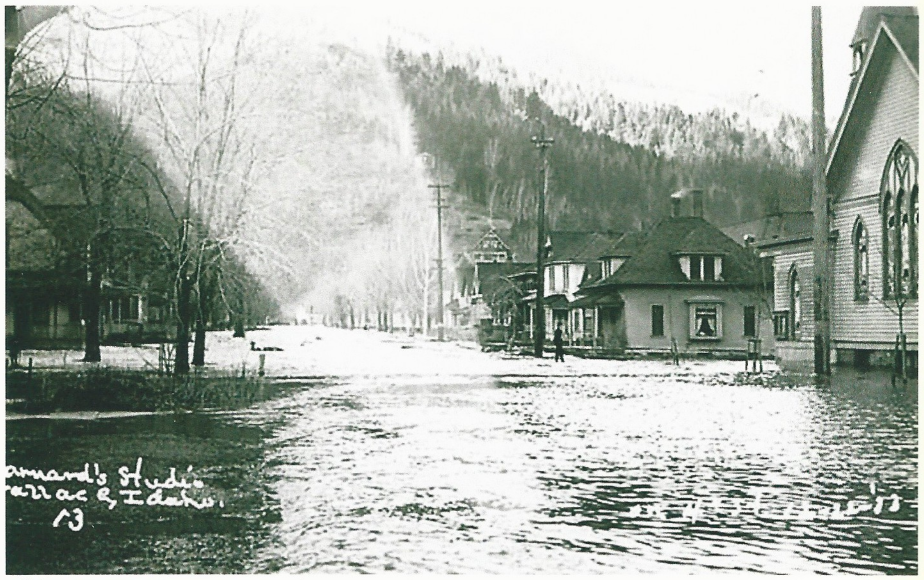
BS B149-6 3rd & Pine



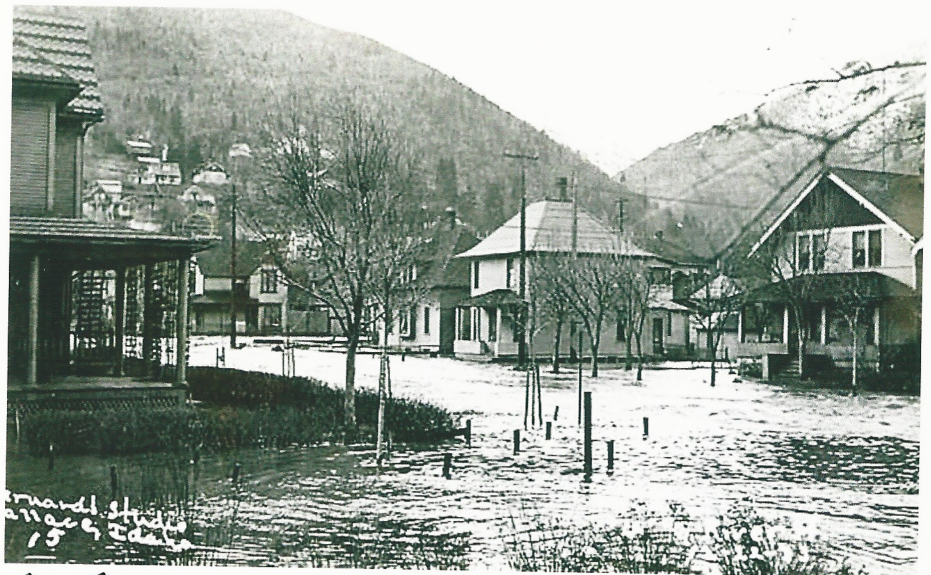
BS B149-21 3rd & Pine


arnard's Studio
allace, Idaho
Cor. 4th and Pine St.

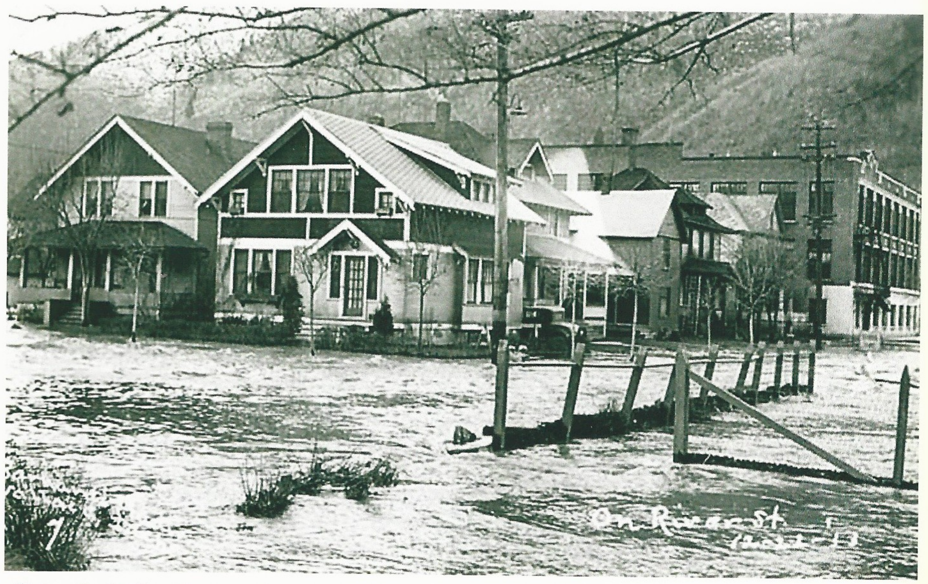
BS B149-12 M E Church - Pine & 4th


arnard's Studio
allace, Idaho
13

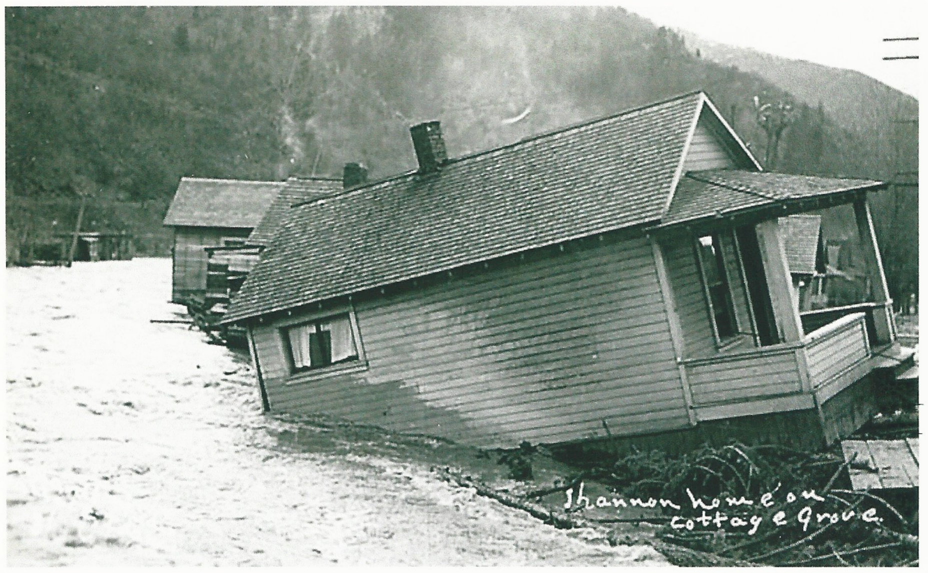
BS B149-13 Pine @ 4th


arnard's Studio
allace, Idaho
15

BS B149-15 4th & River

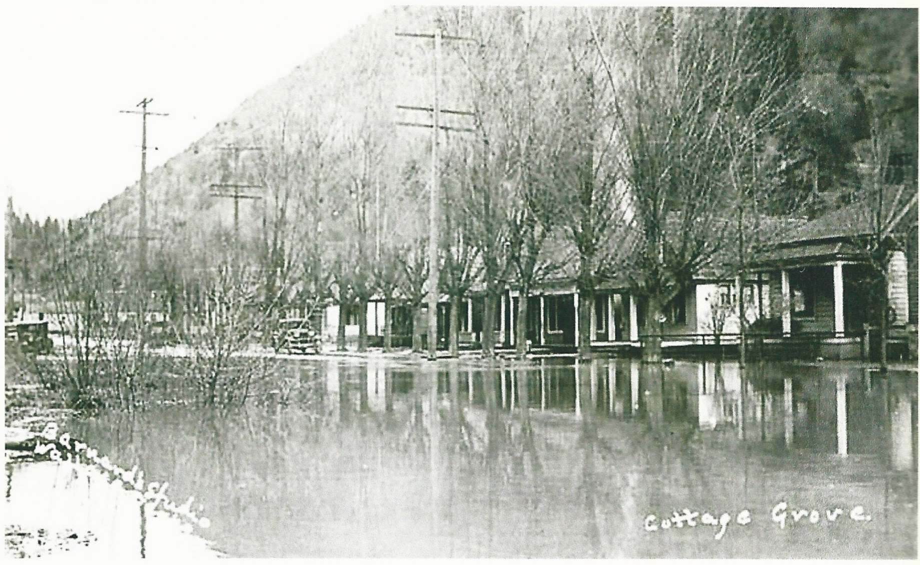

7
On River St.

BS B149-7 River & 4th

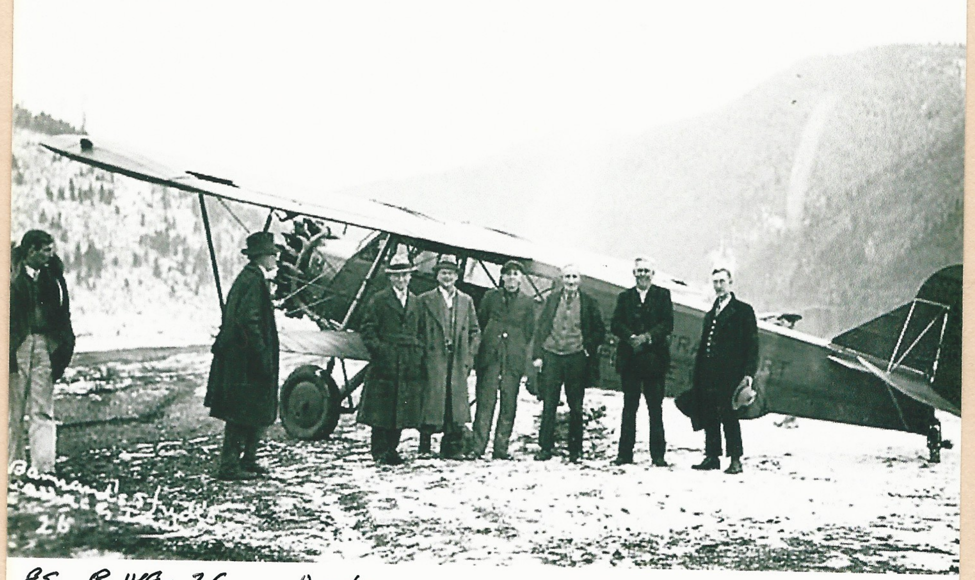

Shannon home on
cottage Grove.

BS B149-31 Cottage Grove Shannon House

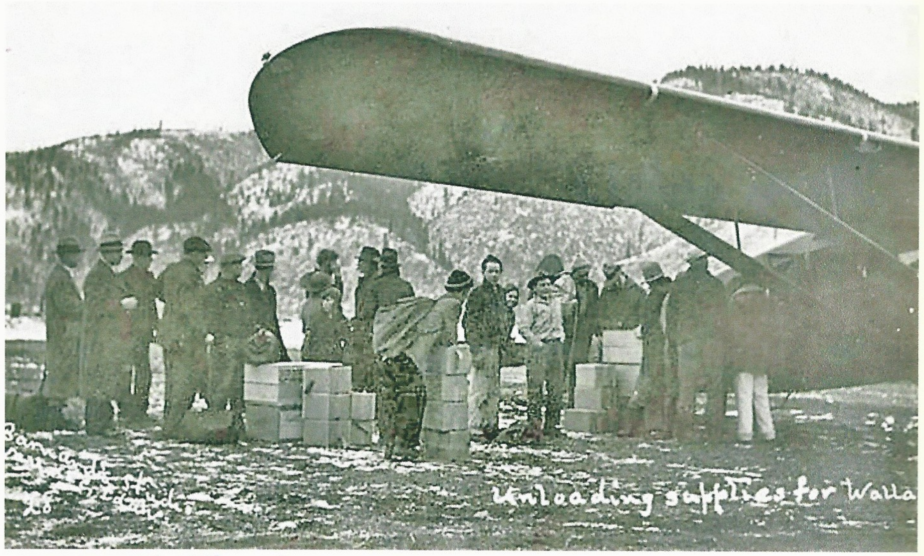
SIM 007-005


Cottage Grove.

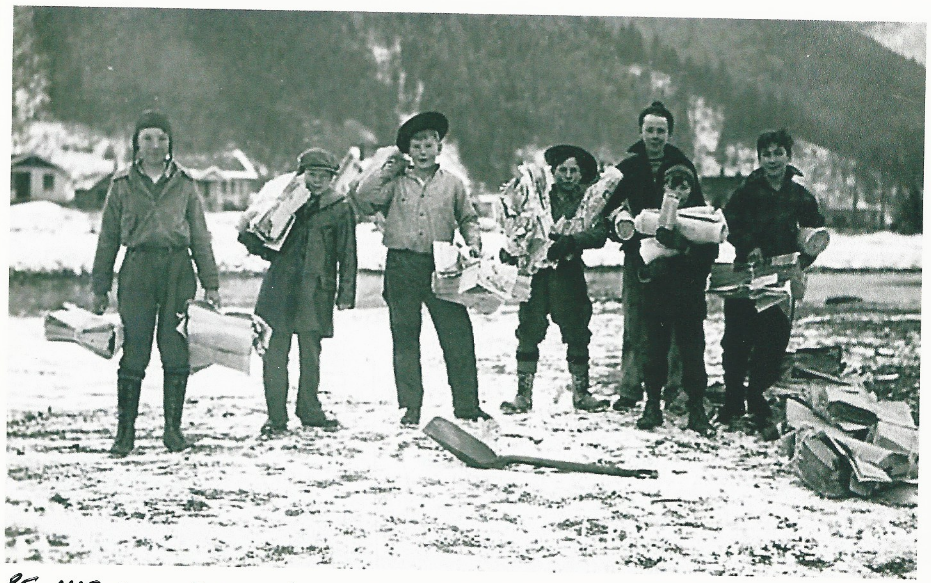
BS B149-32 Cottage Grove



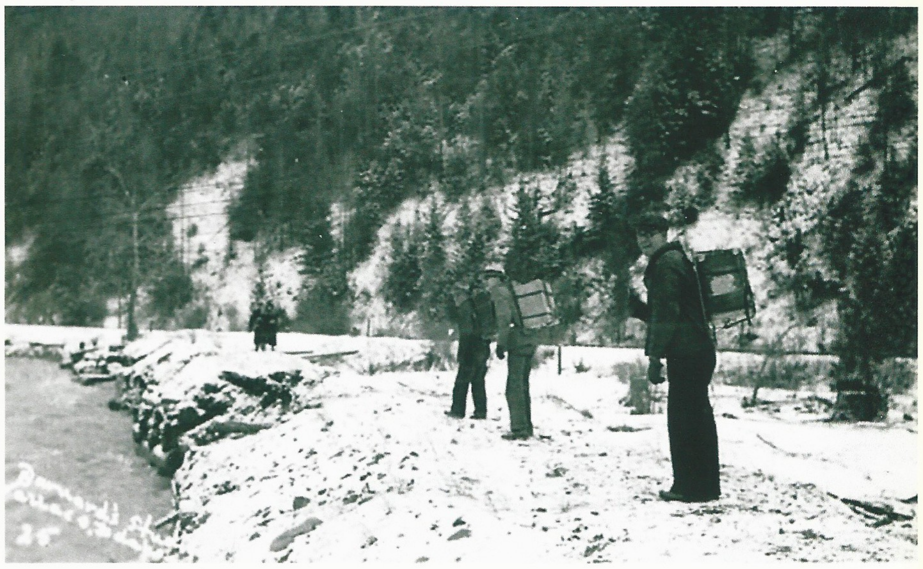
BS B149-26 Airplane


28
Unloading supplies for Walla

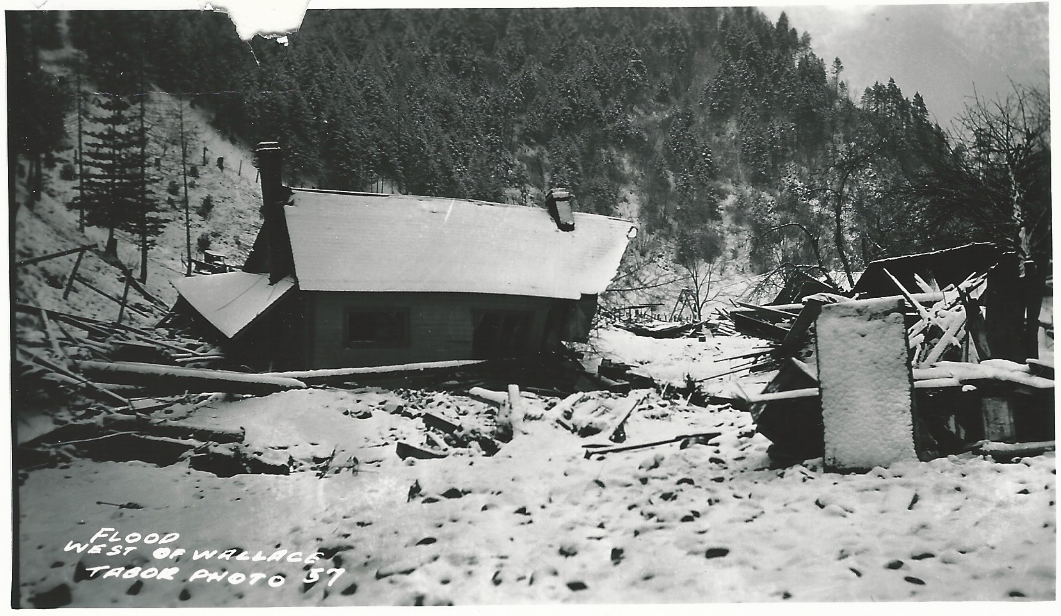
BS B149-28 Airplane & supplies

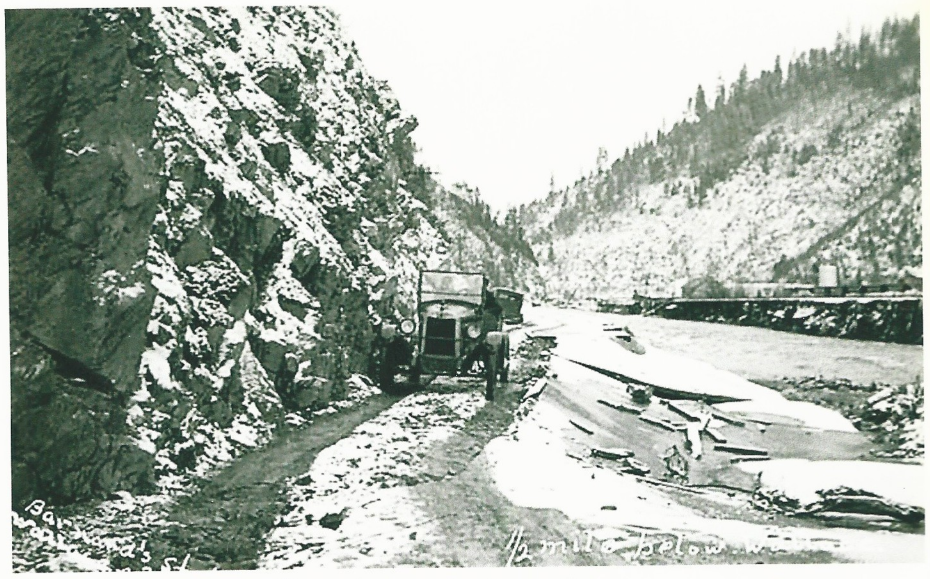


BS 149-27 Paper boys



BS B149-25 Mail carriers


FLOOD
WEST OF WALLACE
TABOR PHOTO 57


Barnard's St
1/2 mile below Wa

BS B 149-22 1/2 mile west of Wallace

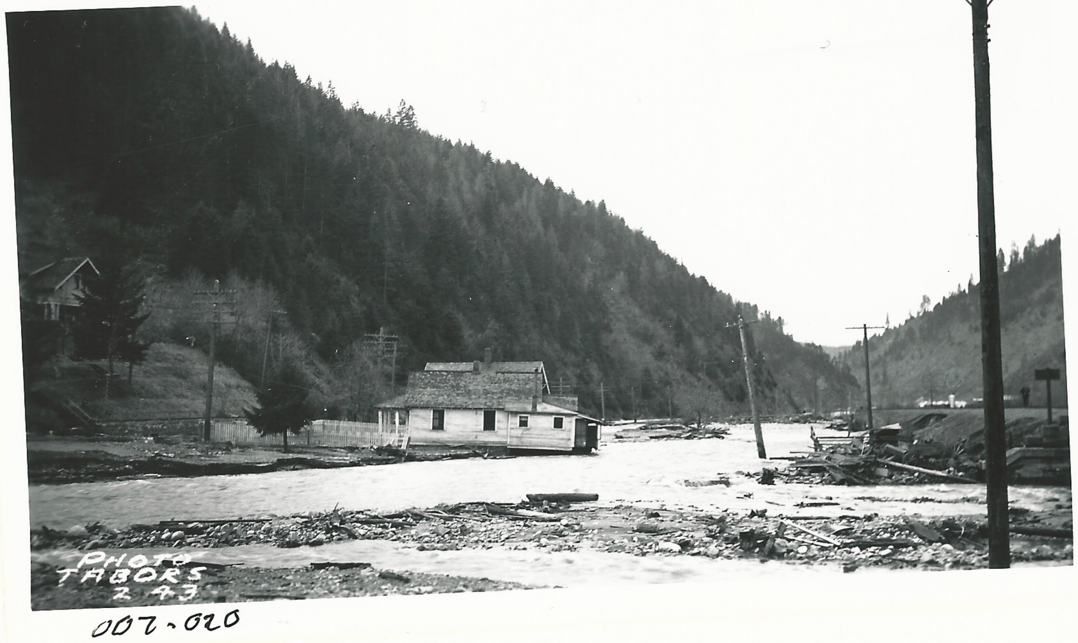
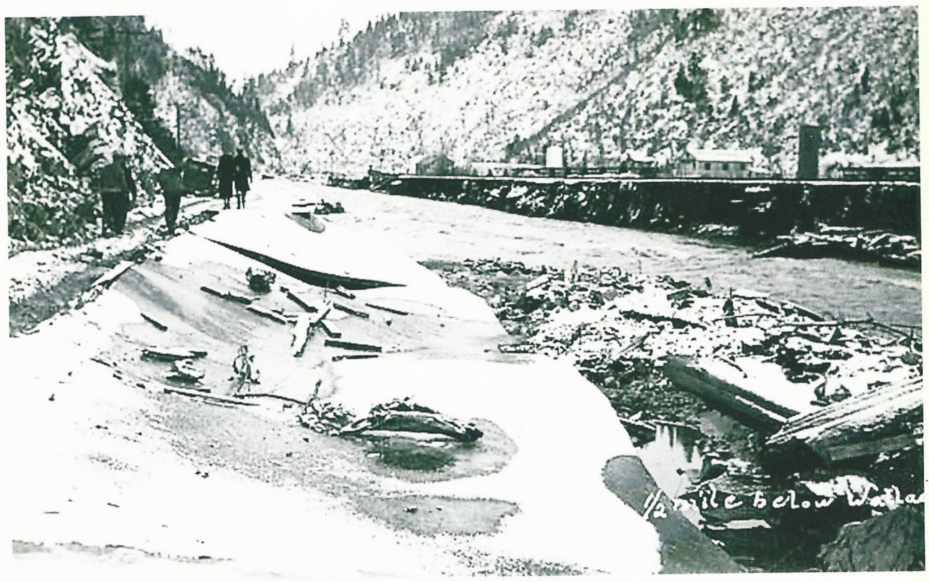


PHOTO
TABORS
243

007-020


1/2 mile below Wallac

BS 149-23 1/2 mile west

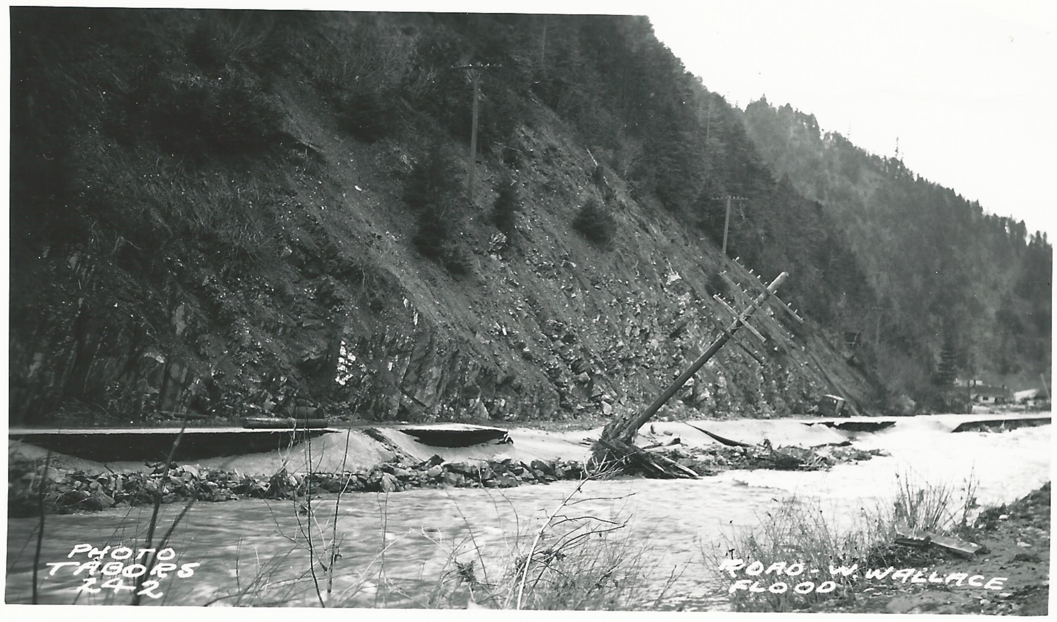
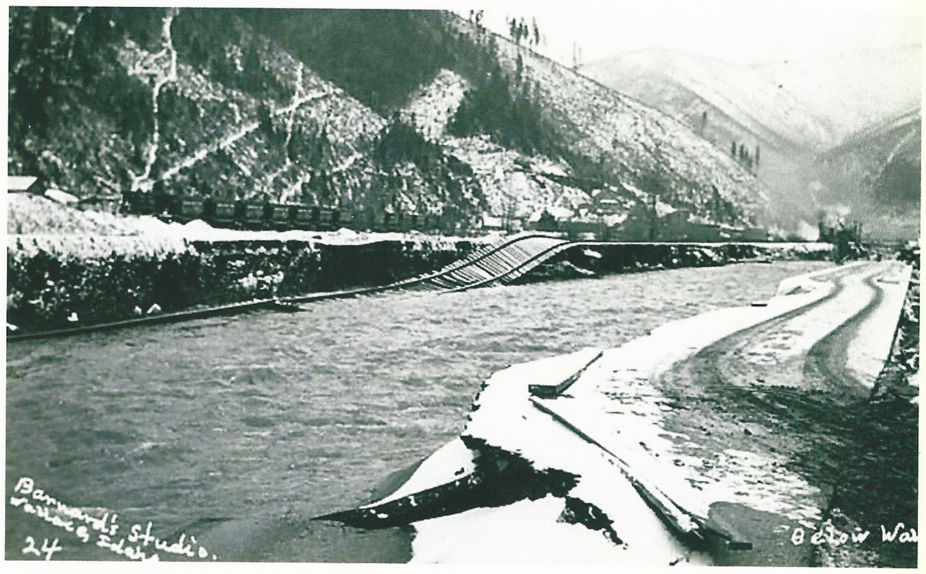
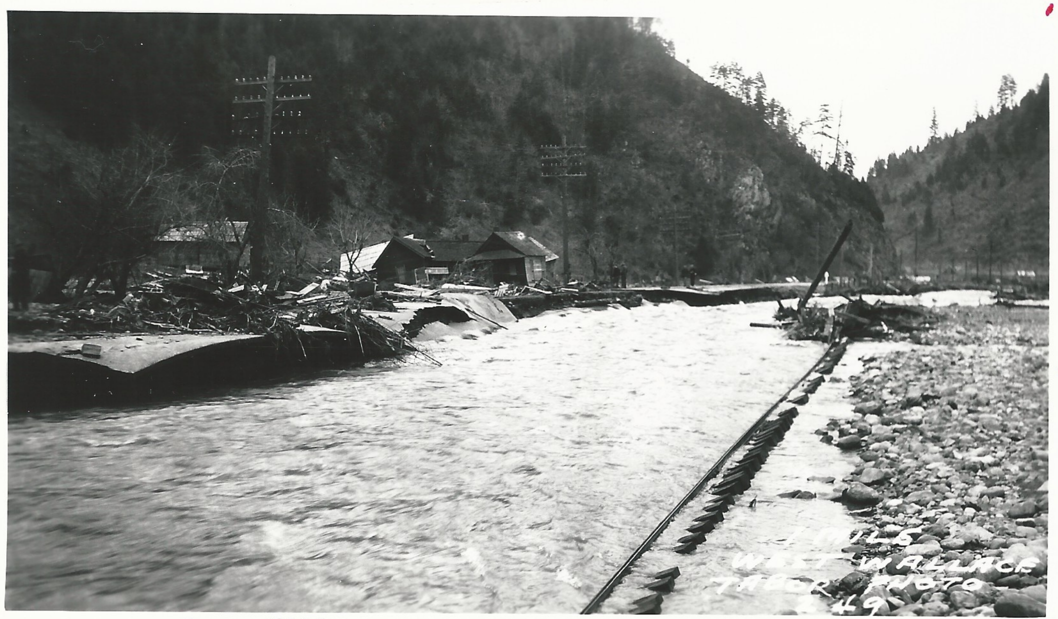


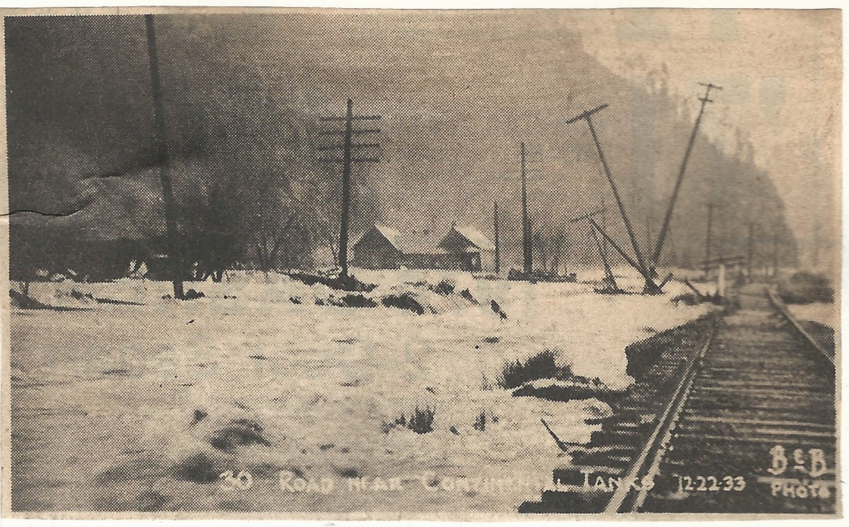
PHOTO
TABORS
242
ROAD - W. WALLACE
FLOOD

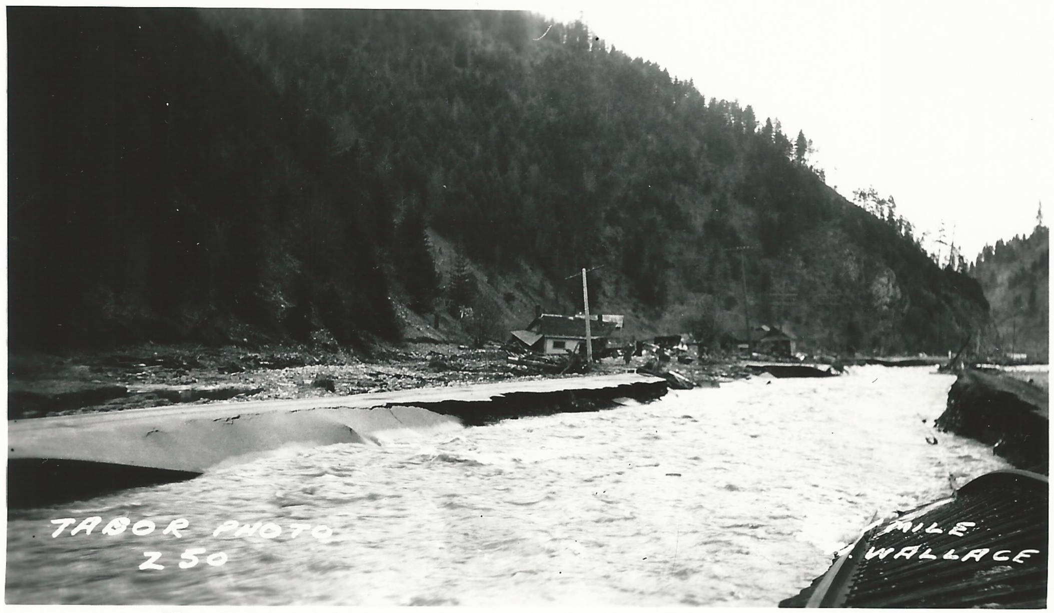

Barnard's Studio.
Wallace Idaho
24
Below Wa

BS B 149-24 below wallace


1 MILE
WEST WALLACE
TABOR PHOTO
249

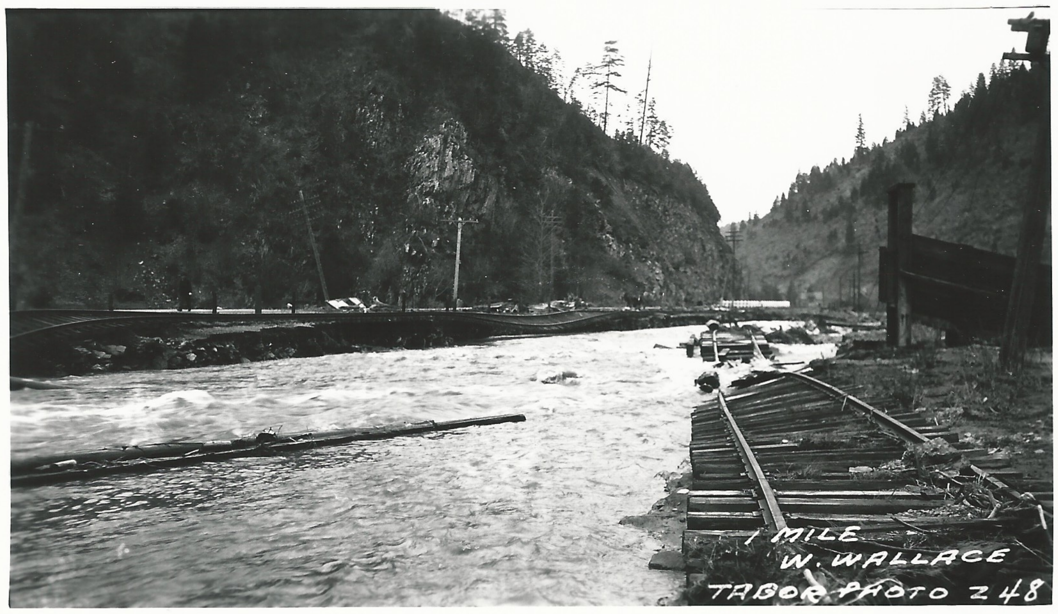
007-015

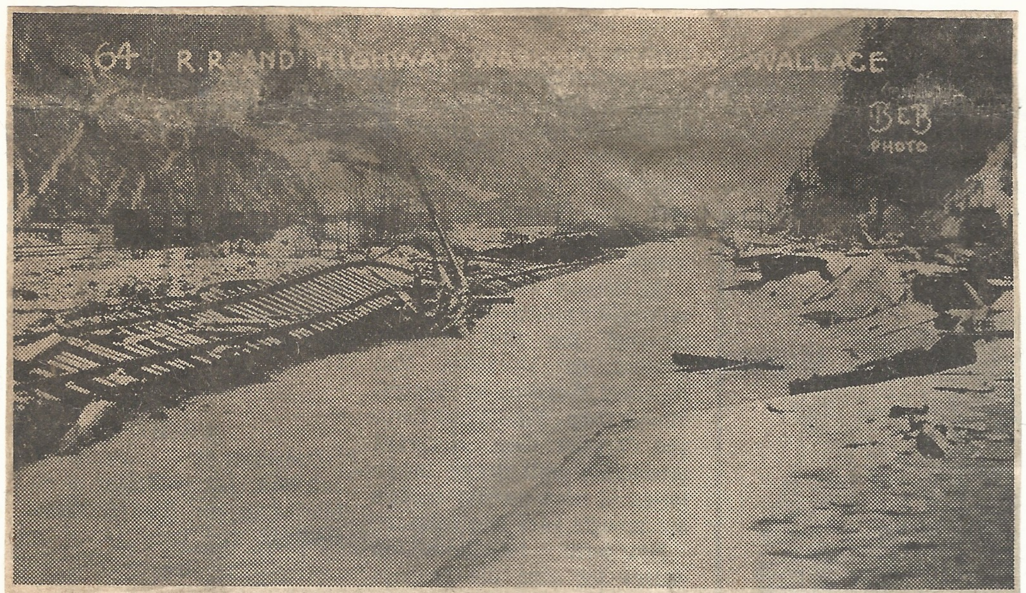

30 ROAD NEAR CONTINENTAL TANKS 12.22.33
B&B PHOTO


TABOR PHOTO
250

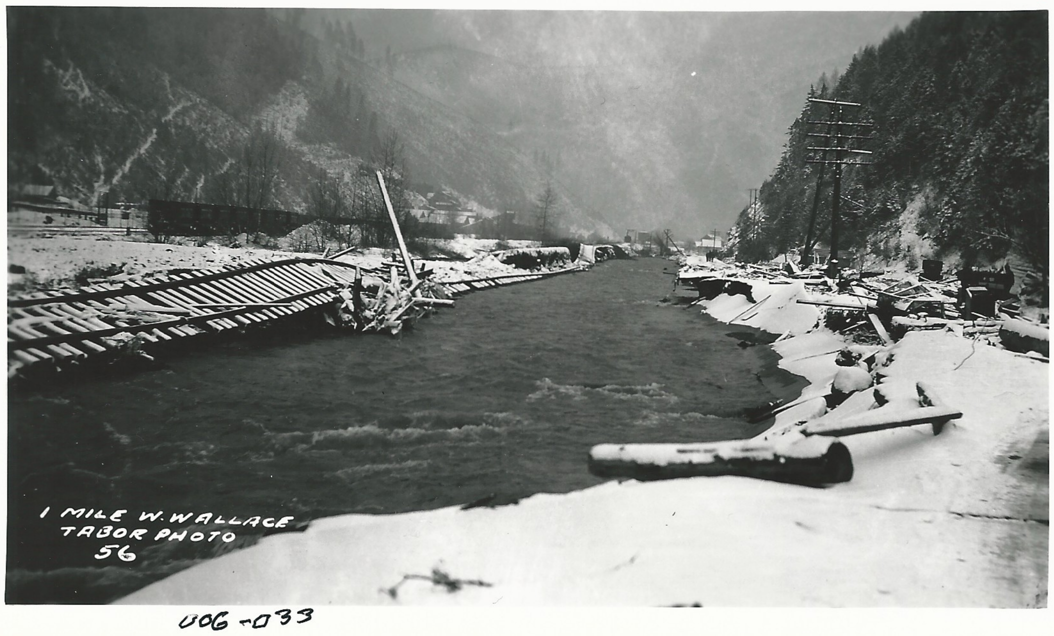
MILE
WALLACE

067-014

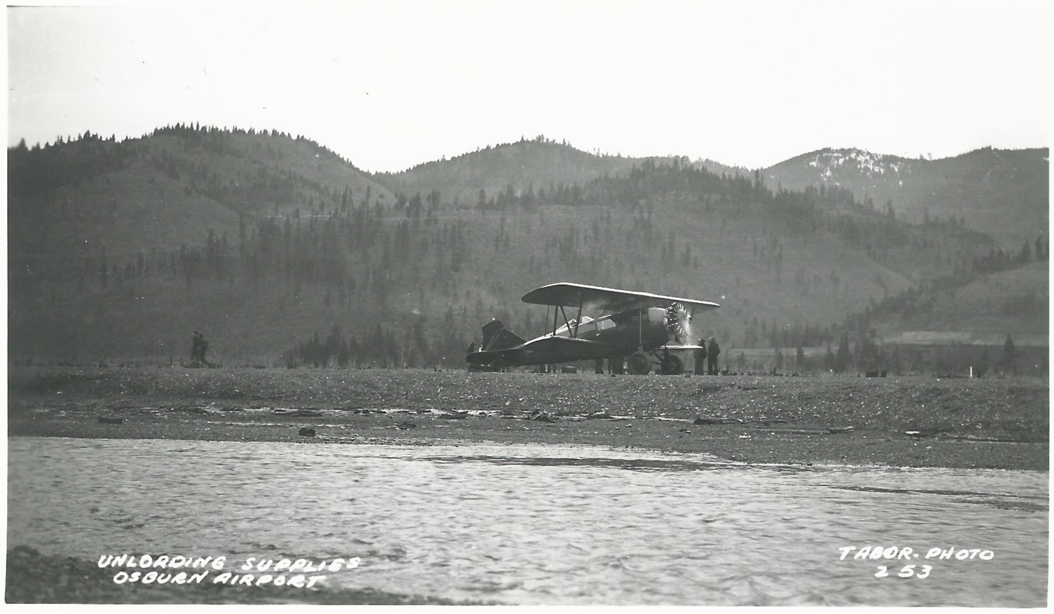

1 MILE
W. WALLACE
TABOR PHOTO 248


64 R.R. AND HIGHWAY WASHOUT BELOW WALLACE
B&B PHOTO

Roads and railways were hard-hit by the rushing flood waters that isolated Wallace from the rest of the district. This picture was taken along Highway 10 near Myles Motel.


1 MILE W. WALLACE
TABOR PHOTO
56

U06-033


UNLOADING SUPPLIES
OSBURN AIRPORT
TABOR. PHOTO
253

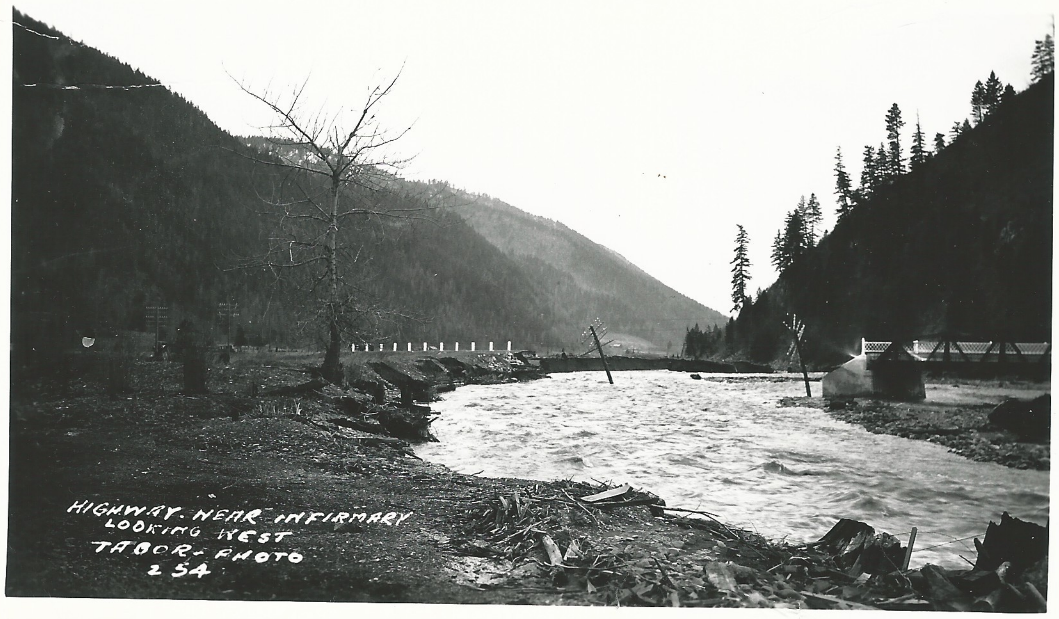
* * *

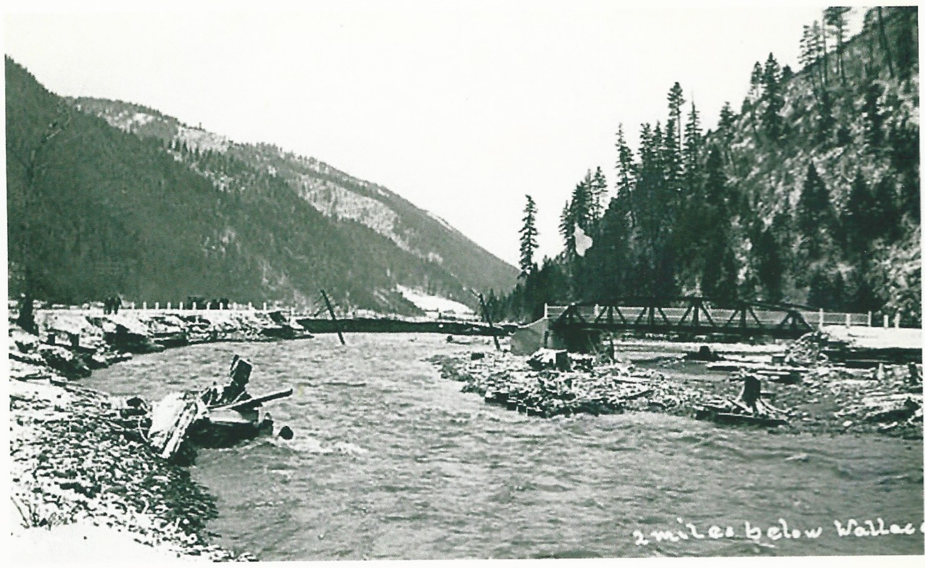
LANDING FIELD PLANNED

3/10/28

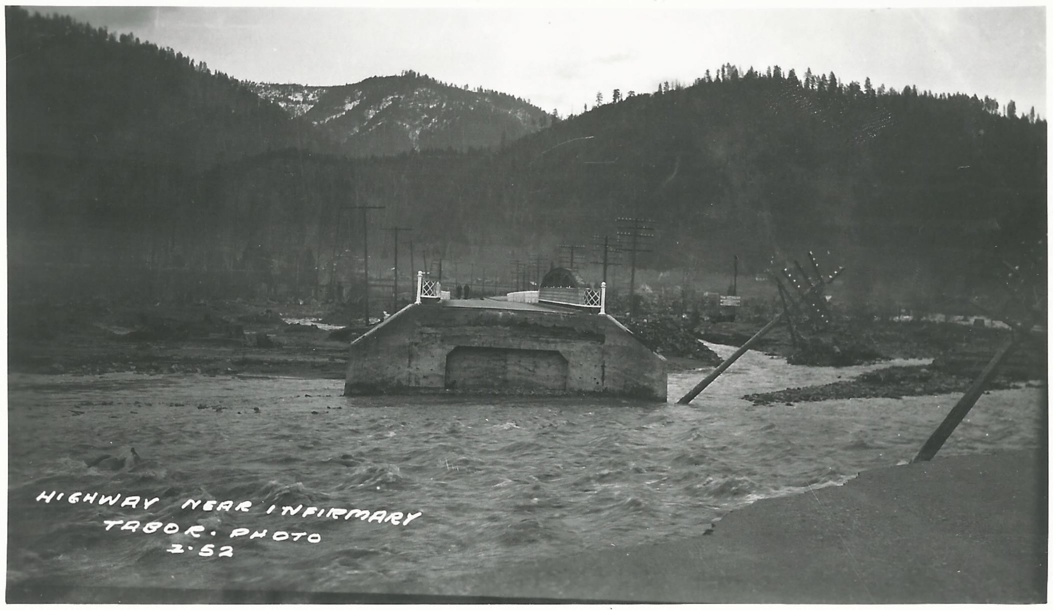
Ernie Smith, who recently purchased an airplane, this morning stated that he is planning a landing field at Osburn, depending a great deal on the work he does this season. He said that it is a little early to give out a statement on just what he is going to do, but the landing field in Osburn figures in his plans.

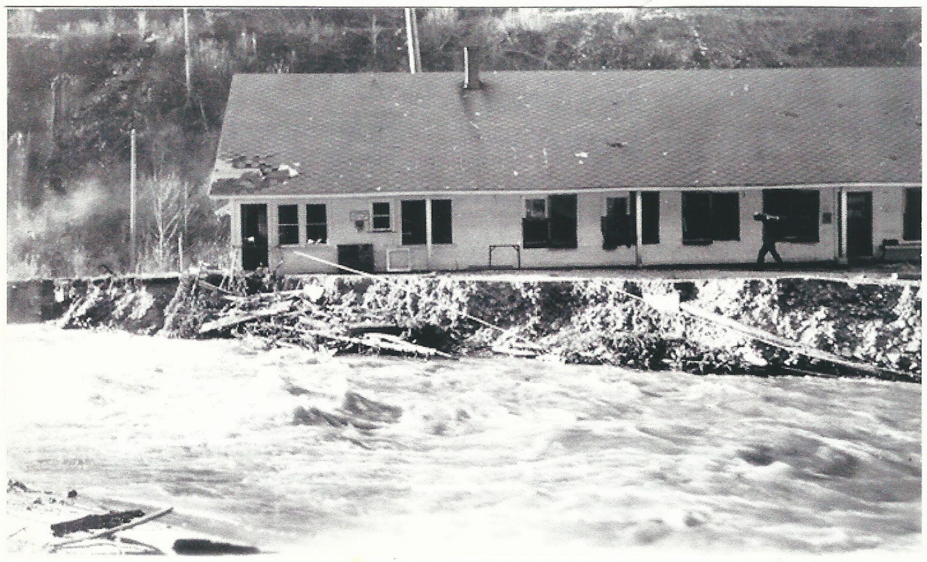
* * *

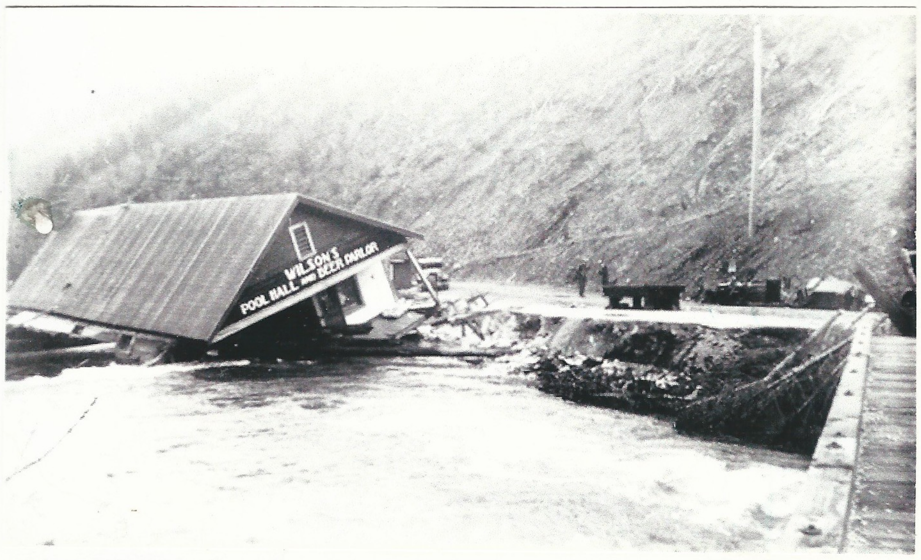

HIGHWAY NEAR INFIRMARY
LOOKING WEST
TABOR-PHOTO
254

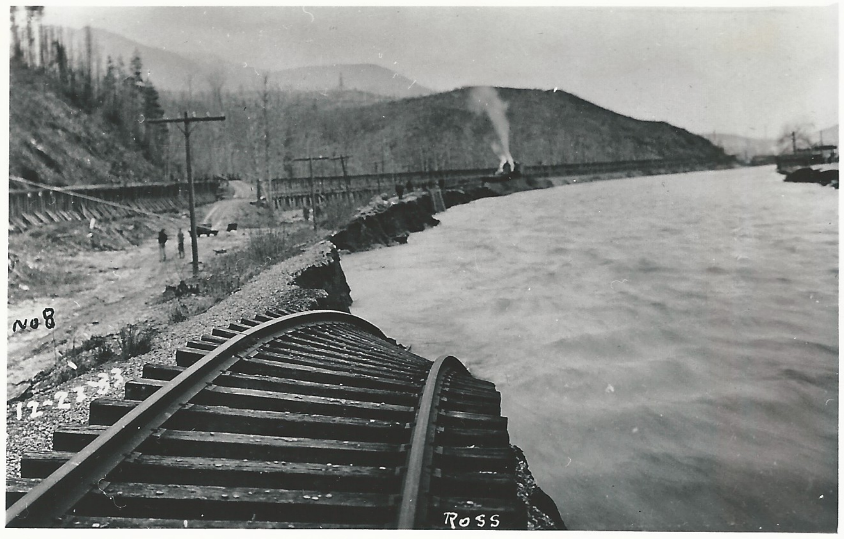

2 miles below Wallac

BS 149.94 Strene Bridge


HIGHWAY NEAR INFIRMARY
TABOR-PHOTO
2-52

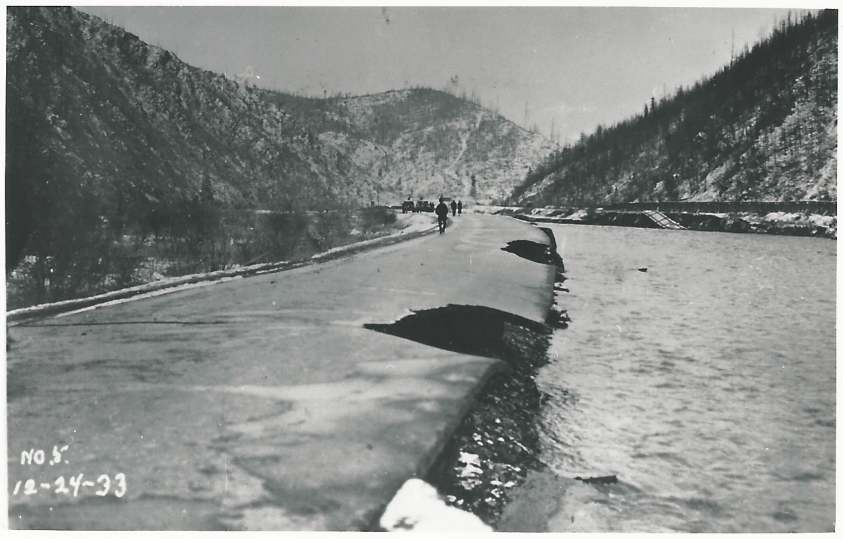


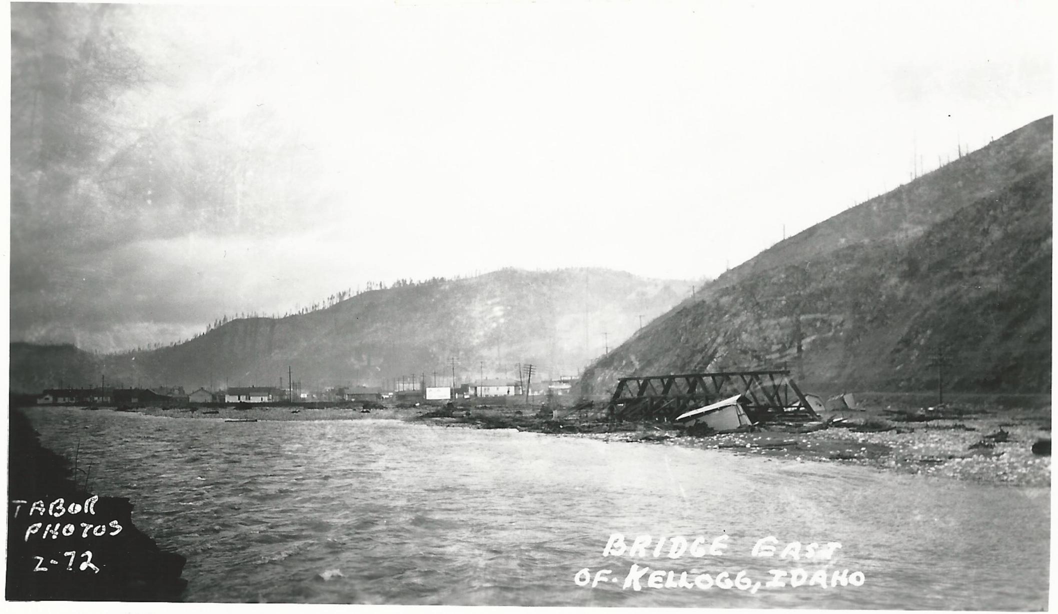

WILSON'S
POOL HALL AND BEER PARLOR


No 8
12-27-33
ROSS

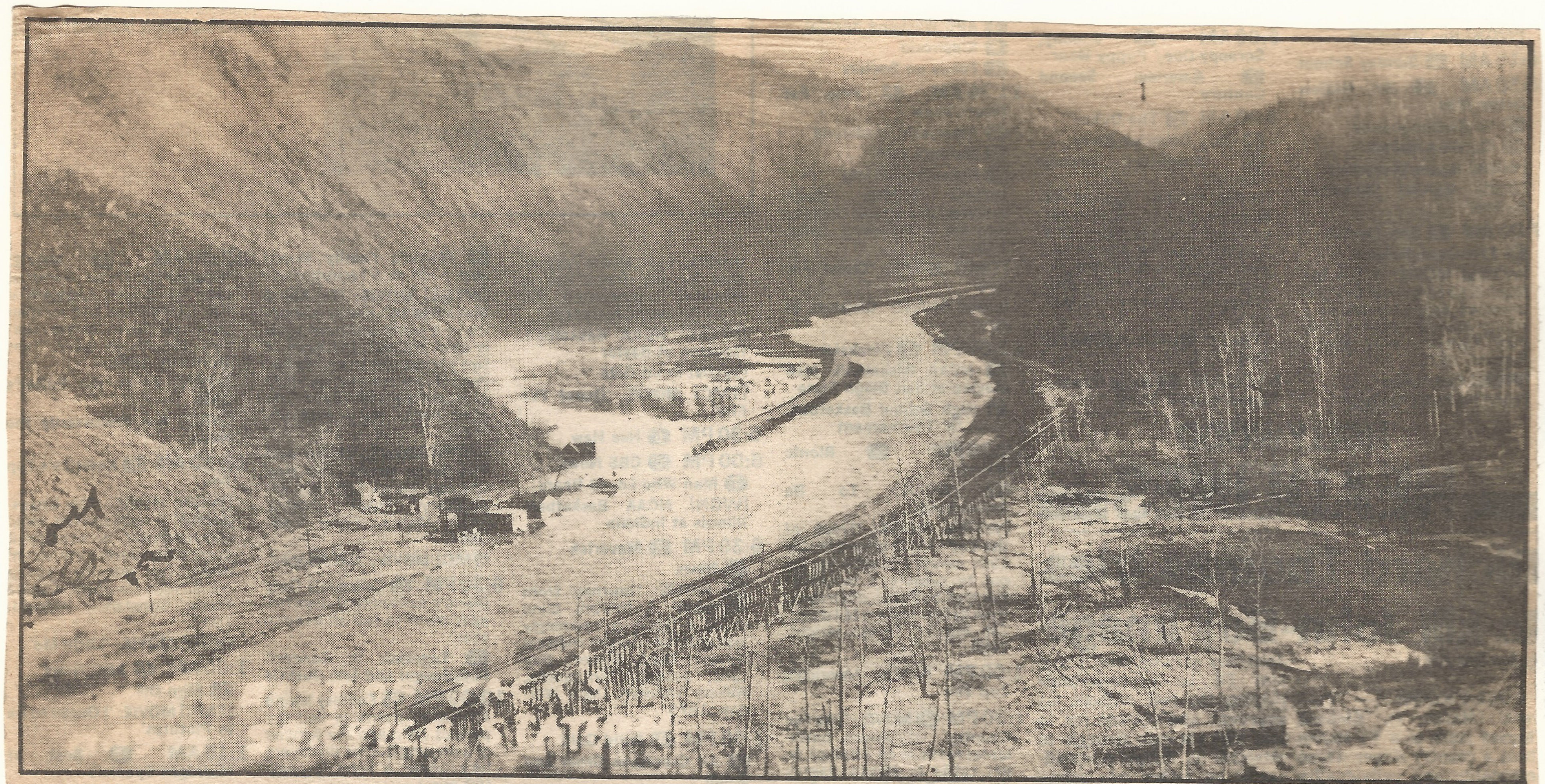
Photos courtesy Bert Ewald

U.P. Railroad At Elizabeth Park



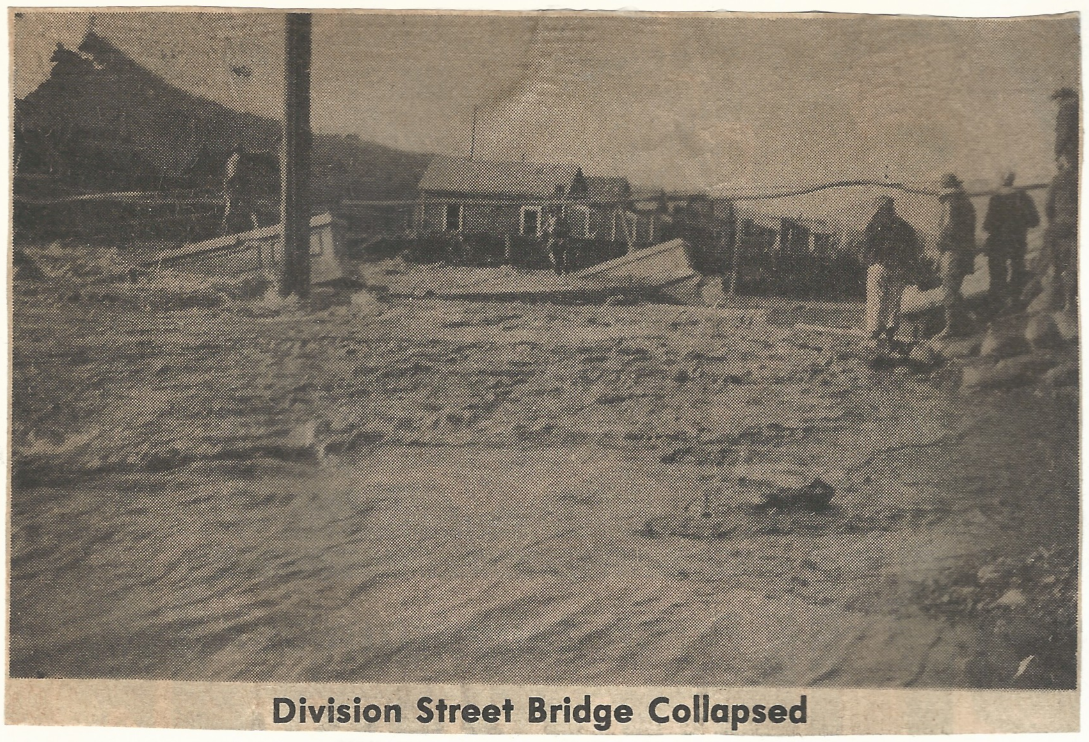

TABOR
PHOTOS
2-72
BRIDGE EAST
OF KELLOGG, IDAHO

U87.006

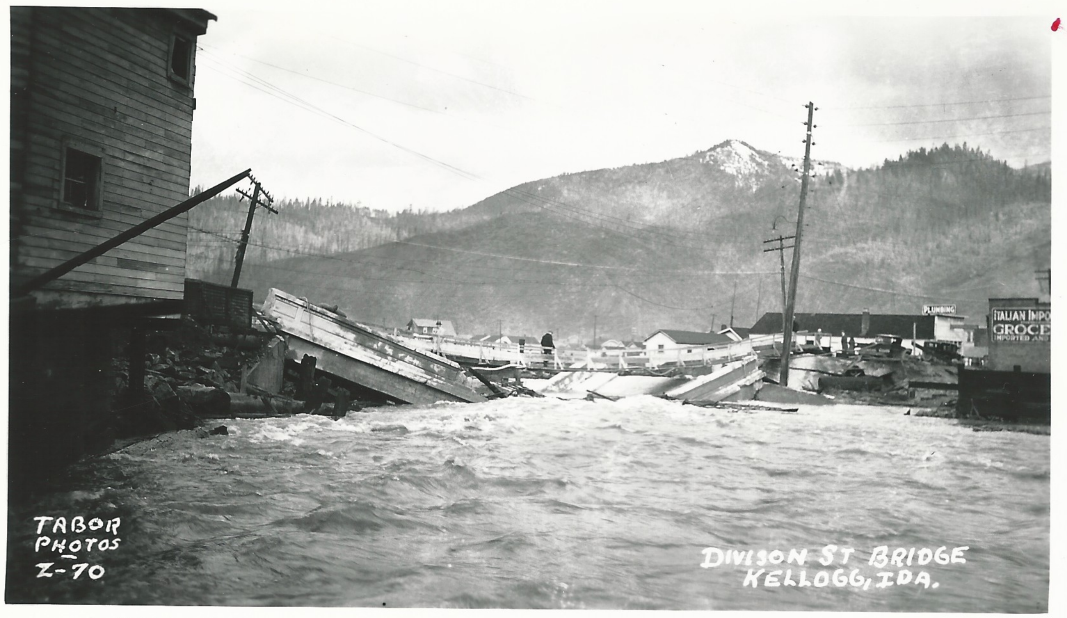

EAST OF JACK'S
SERVICE STATION

Early days in the mining district

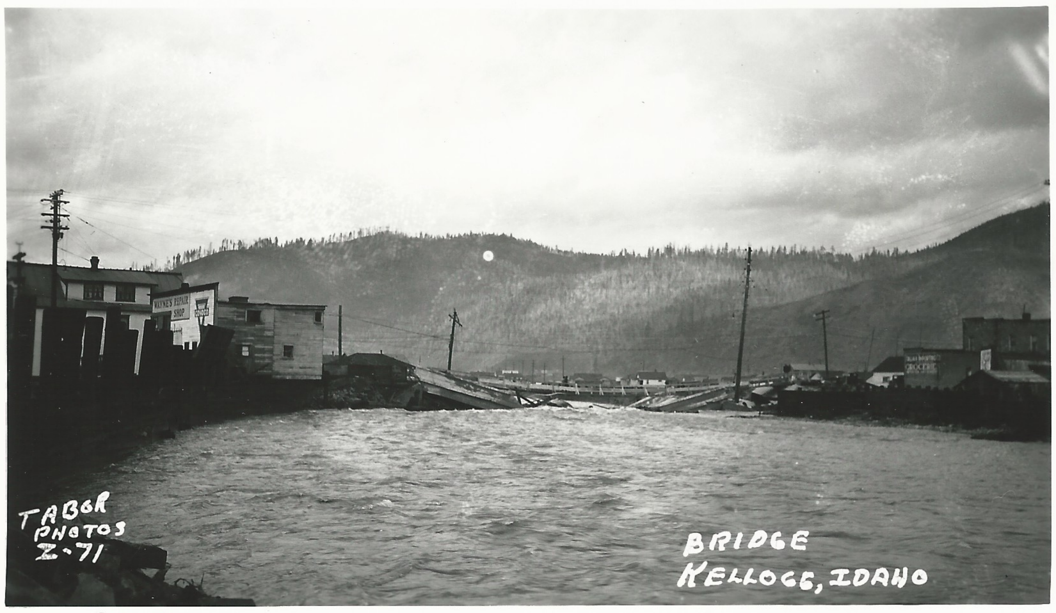
The flood waters of 1933 swept through Kellogg with mighty force, as shown in these photos submitted by Earl Galipeau of Osburn. The upper photo shows the South Fork of the Coeur d'Alene River out of its channel just east of Kellogg,



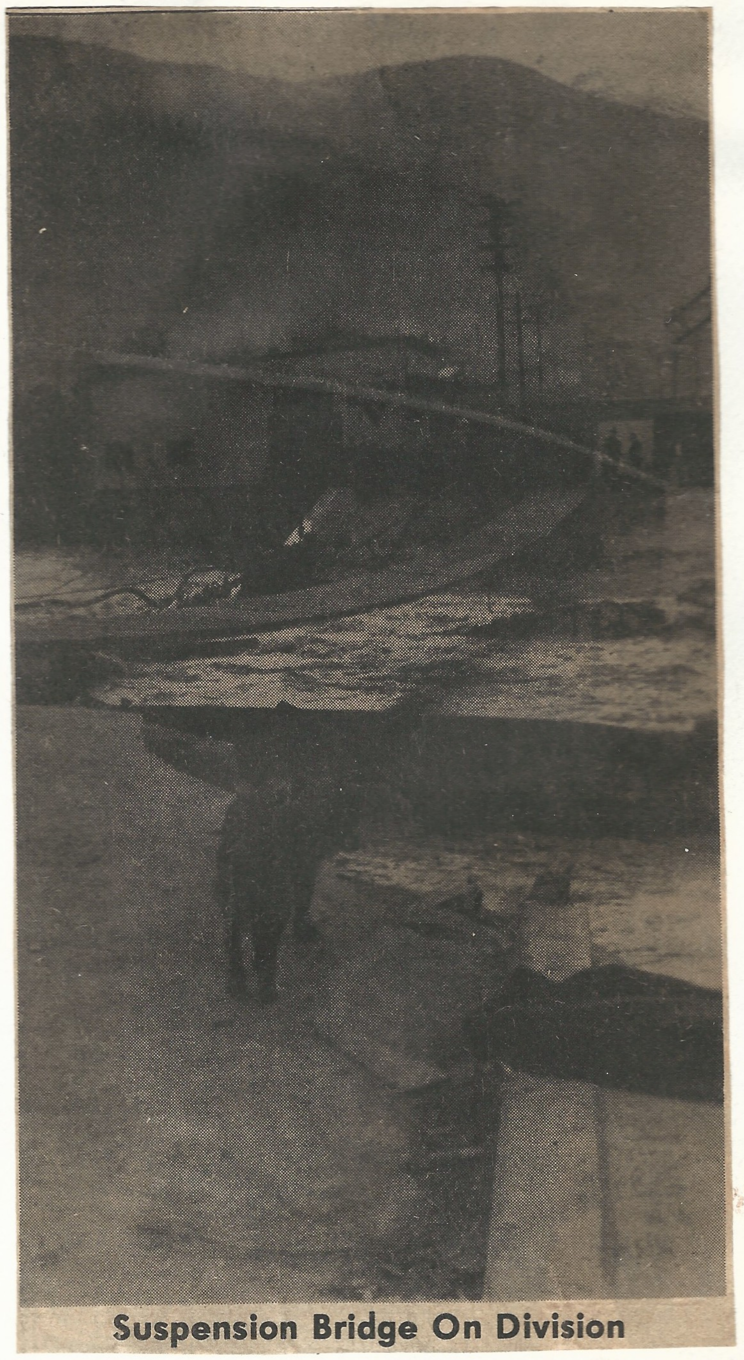
Division Street Bridge Collapsed


ITALIAN IMPO
GROCE
PLUMBING
TABOR
PHOTOS
Z-70
DIVISON ST BRIDGE
KELLOGG, IDA.

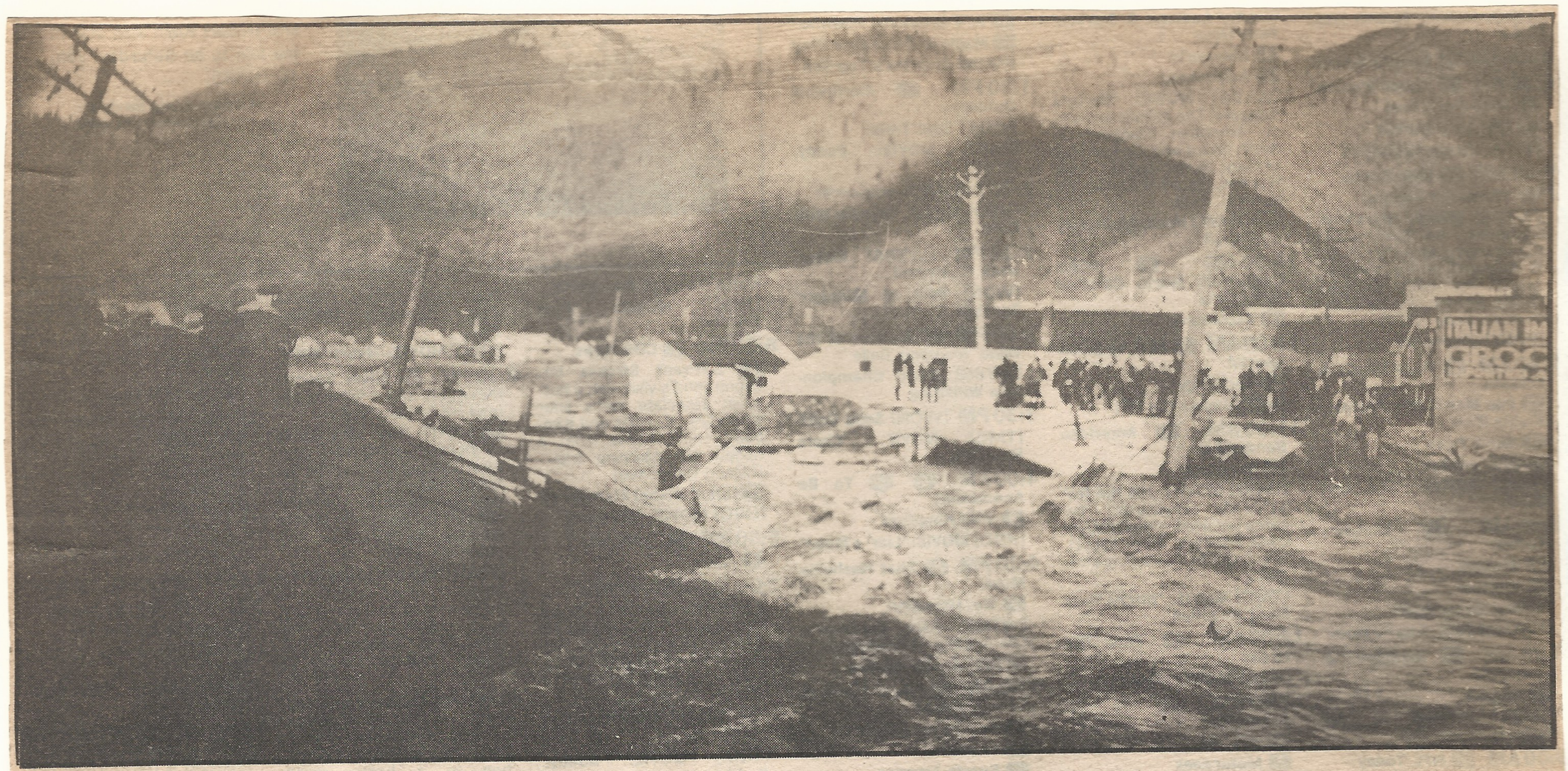
007-008


TABOR
PHOTOS
Z-71
BRIDGE
KELLOGG, IDAHO

007-007



Suspension Bridge On Division

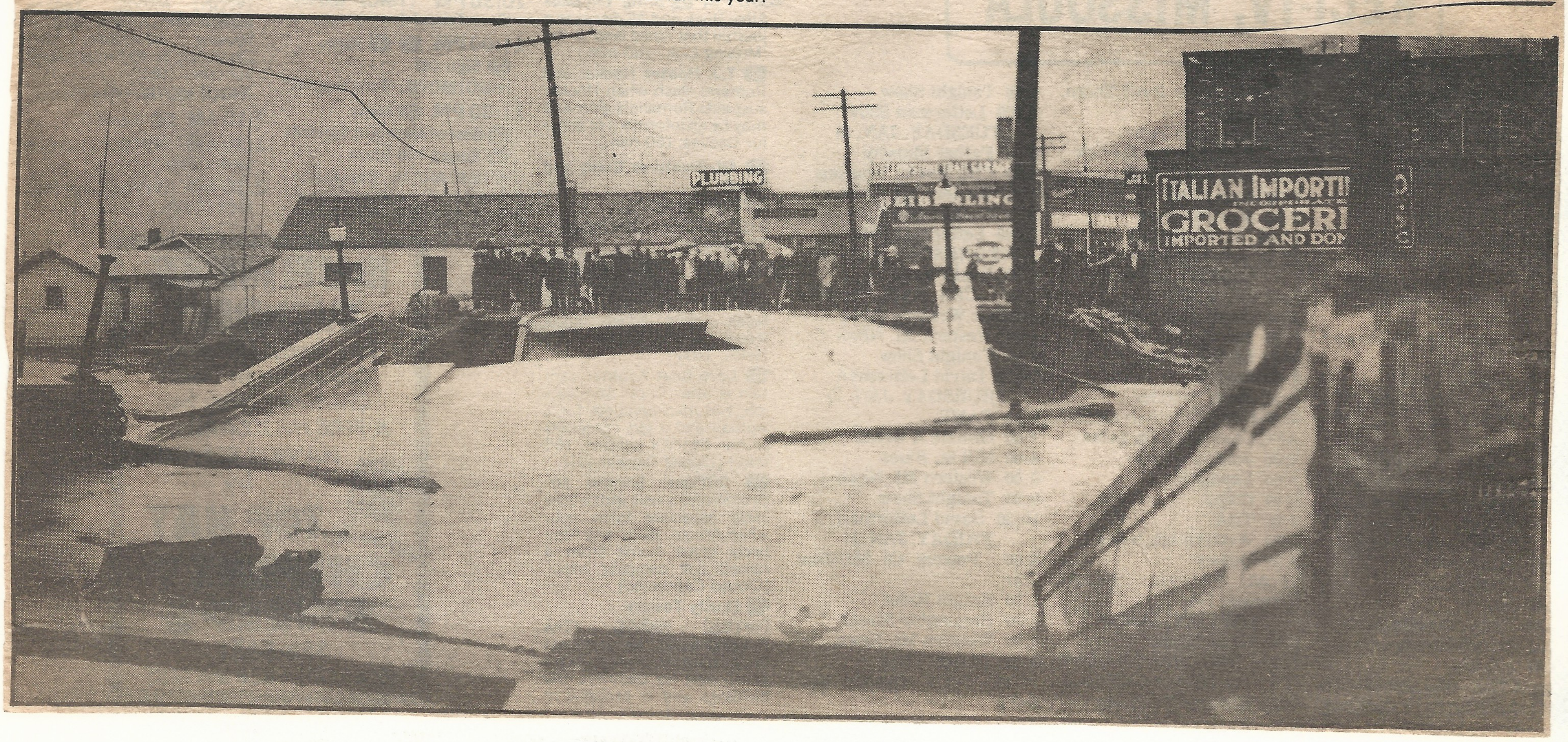

ITALIAN IM
GROC
IMPORTED A

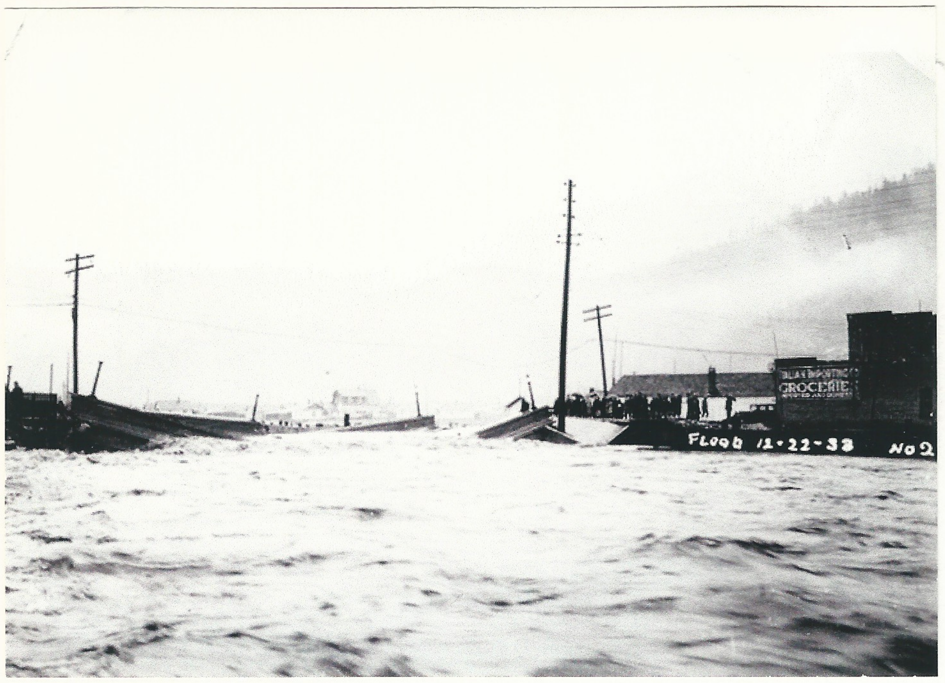
Early days in the mining district

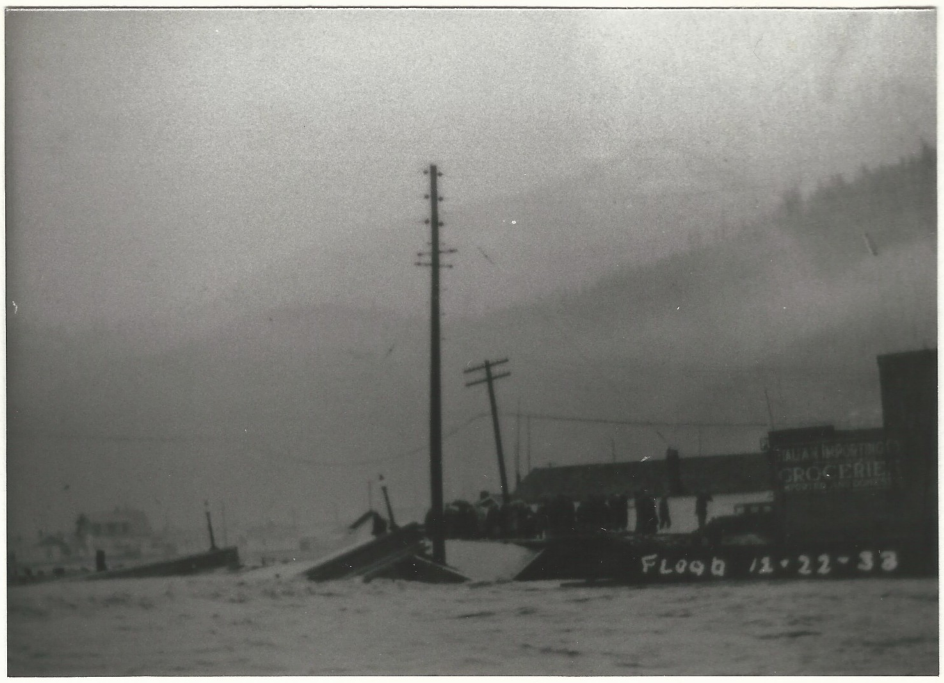
The South Fork of the Coeur d'Alene River flows over its banks in Kellogg, washing out the Division Street bridge, in the flood of 1933. Both photos are looking north. The photos were loaned by Clarence Day of Kellogg.

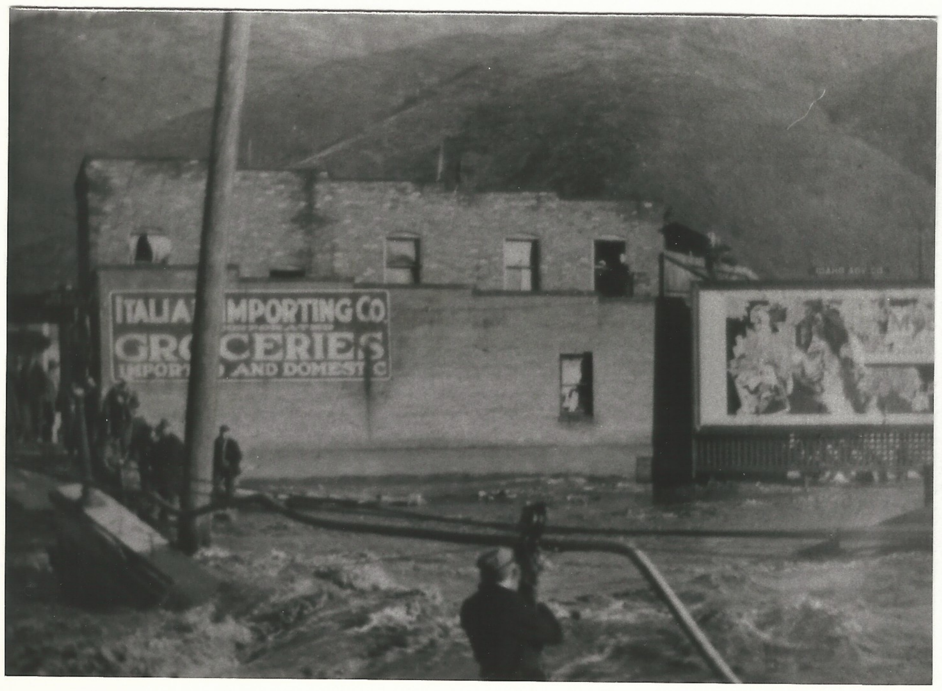
The Coeur d'Alene River has overflowed its banks the past two years in some areas. The Evening News welcomes local historic photos from private collections for reproduction here.

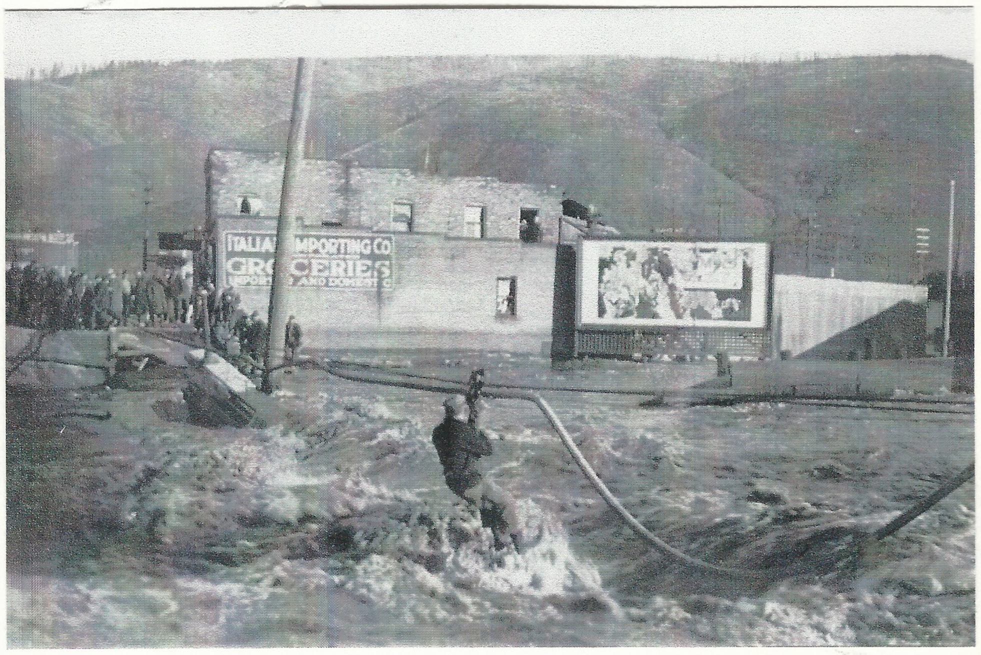
Any flooding in the county has been avoided thus far this year.

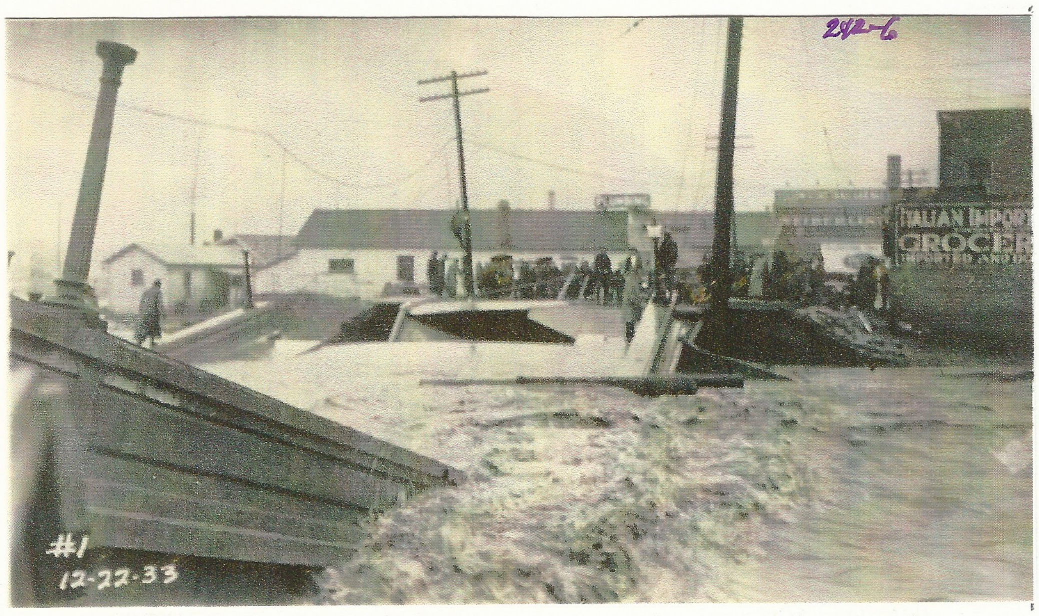

PLUMBING
SEIBERLING
ITALIAN IMPORTI
INCORPORATED
GROCERI
IMPORTED AND DOM

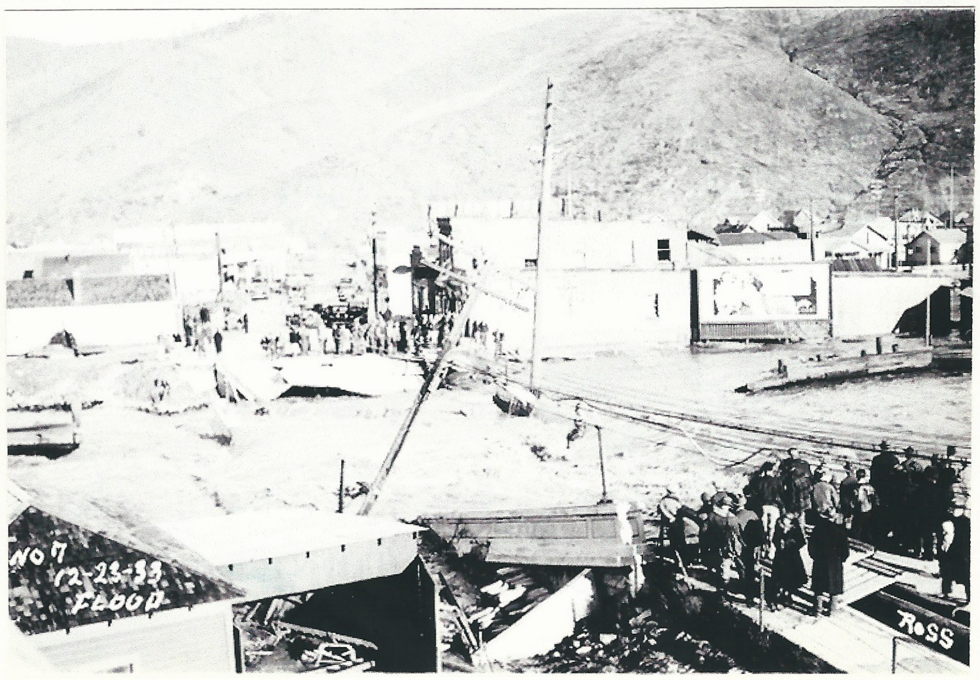

ITALIAN IMPORTING CO
GROCERIES
IMPORTED AND DOMESTIC
FLOOD 12-22-33
NO 2

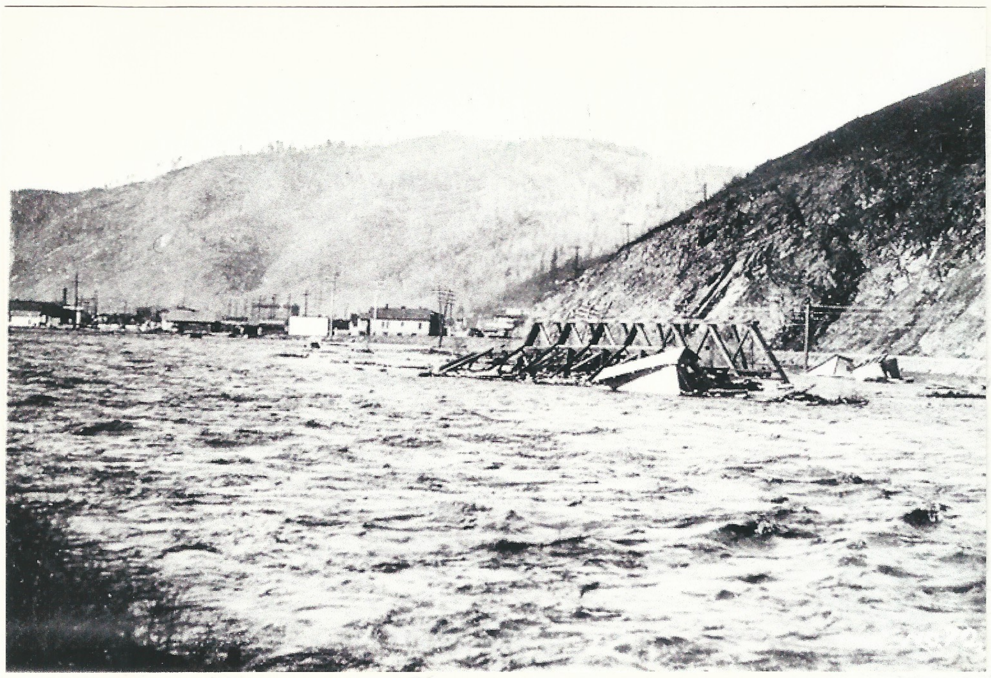

ITALIAN IMPORTING CO
GROCERIES
FLOOD 12-22-33

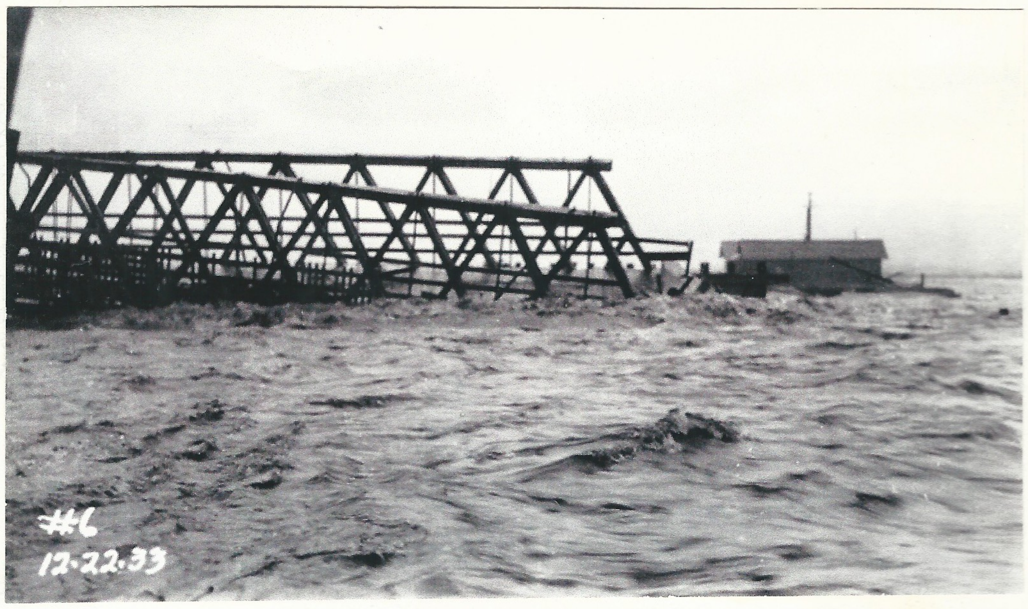

ITALIAN IMPORTING CO.
GROCERIES
IMPORTED AND DOMESTIC

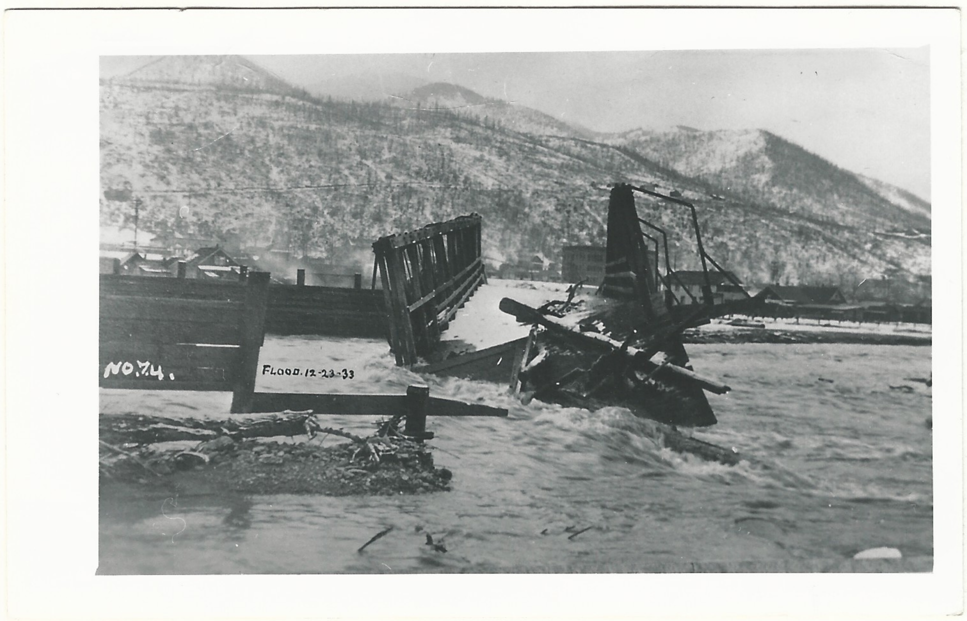

ITALIAN IMPORTING CO
GROCERIES
IMPORTED AND DOMESTIC

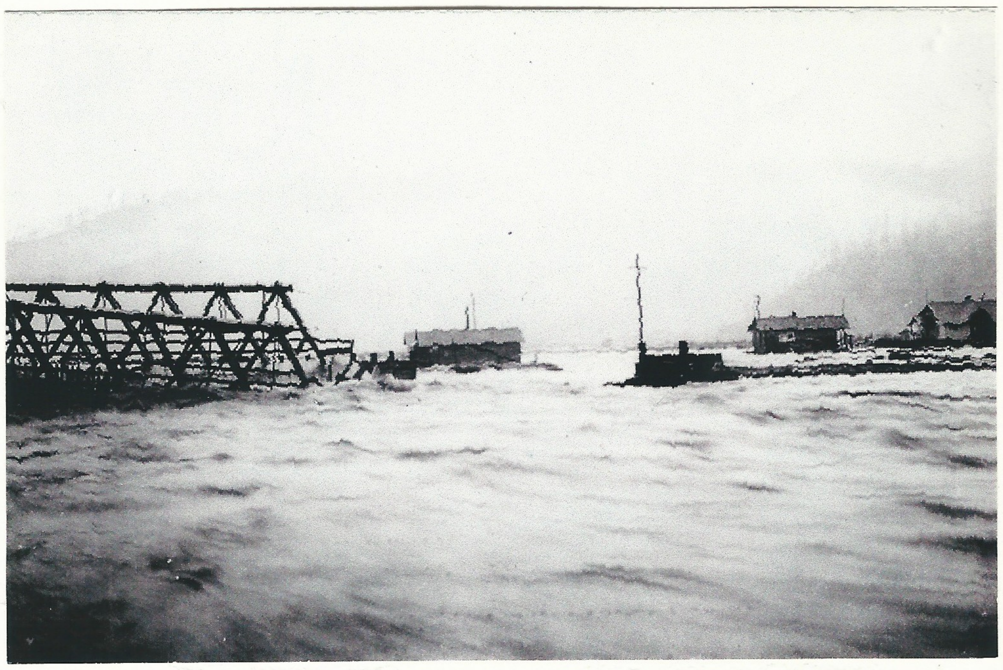

242-6
ITALIAN IMPORT
GROCERIE
IMPORTED AND DO
#1
12-22-33

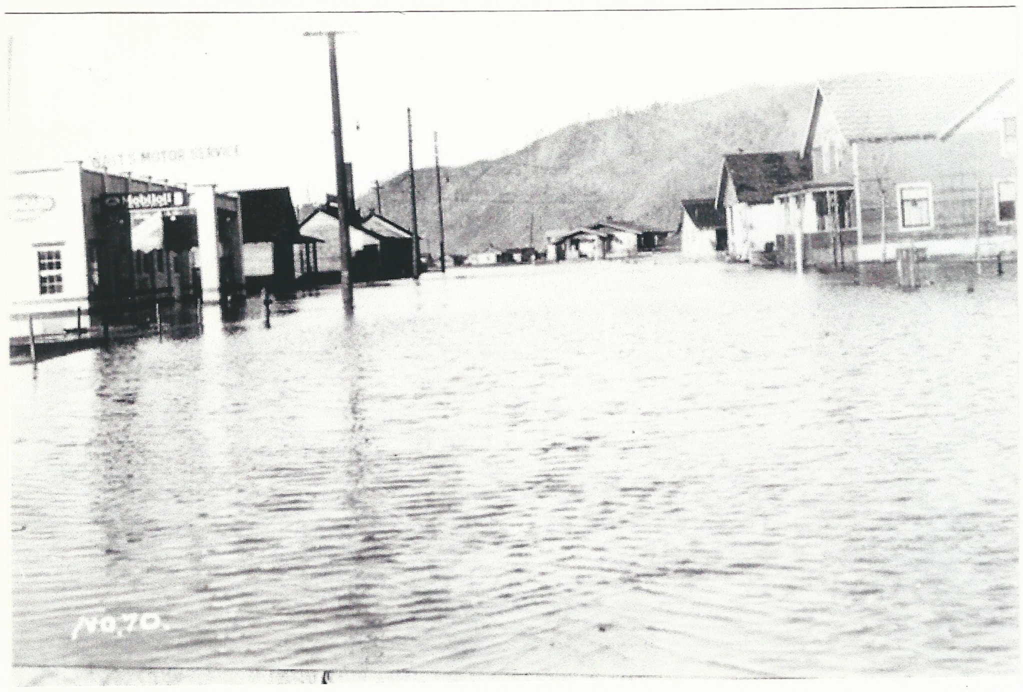

No 7
12-23-33
FLOOD
ROSS

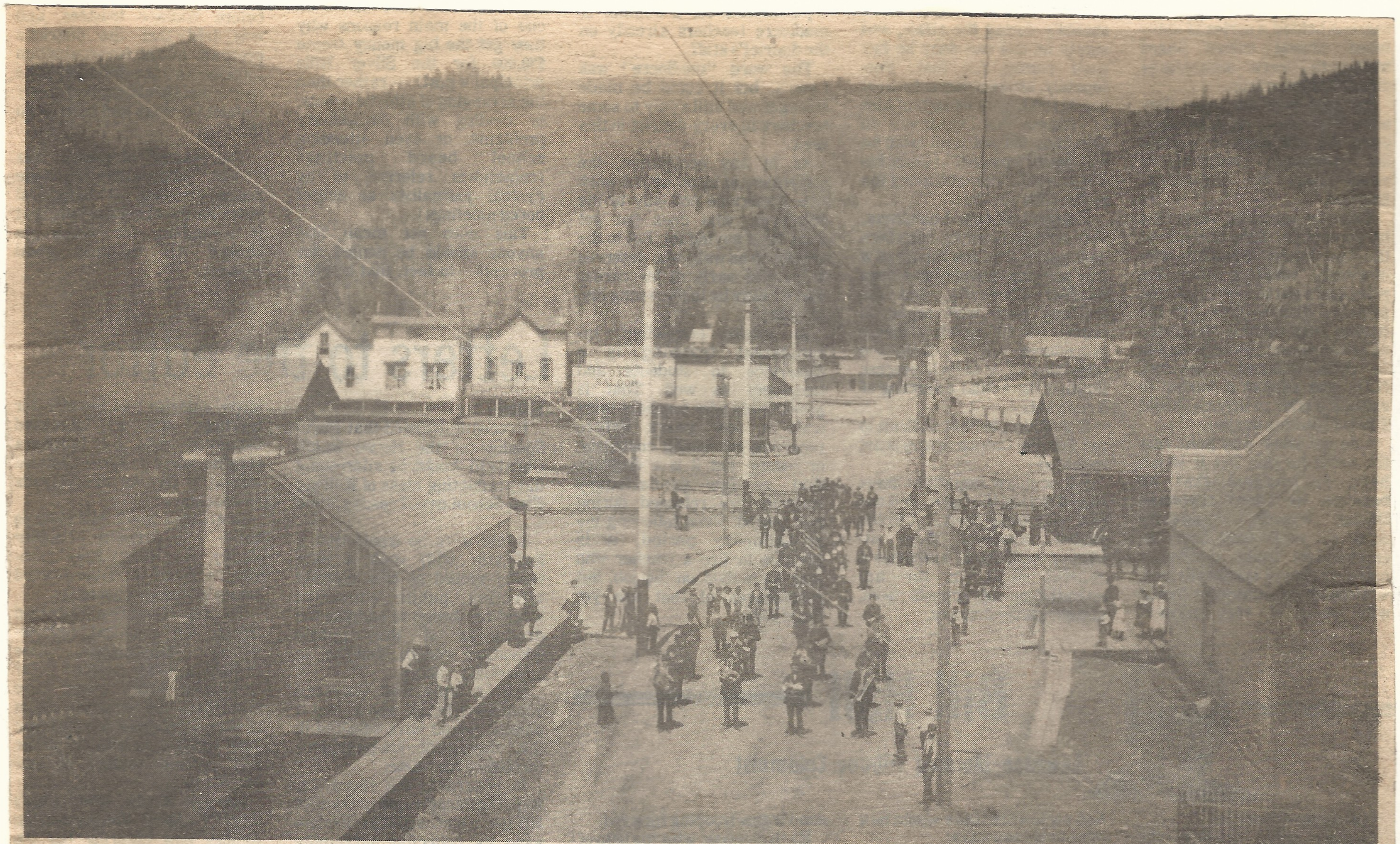



#6
12-22-33


NO.74.
FLOOD. 12-23-33



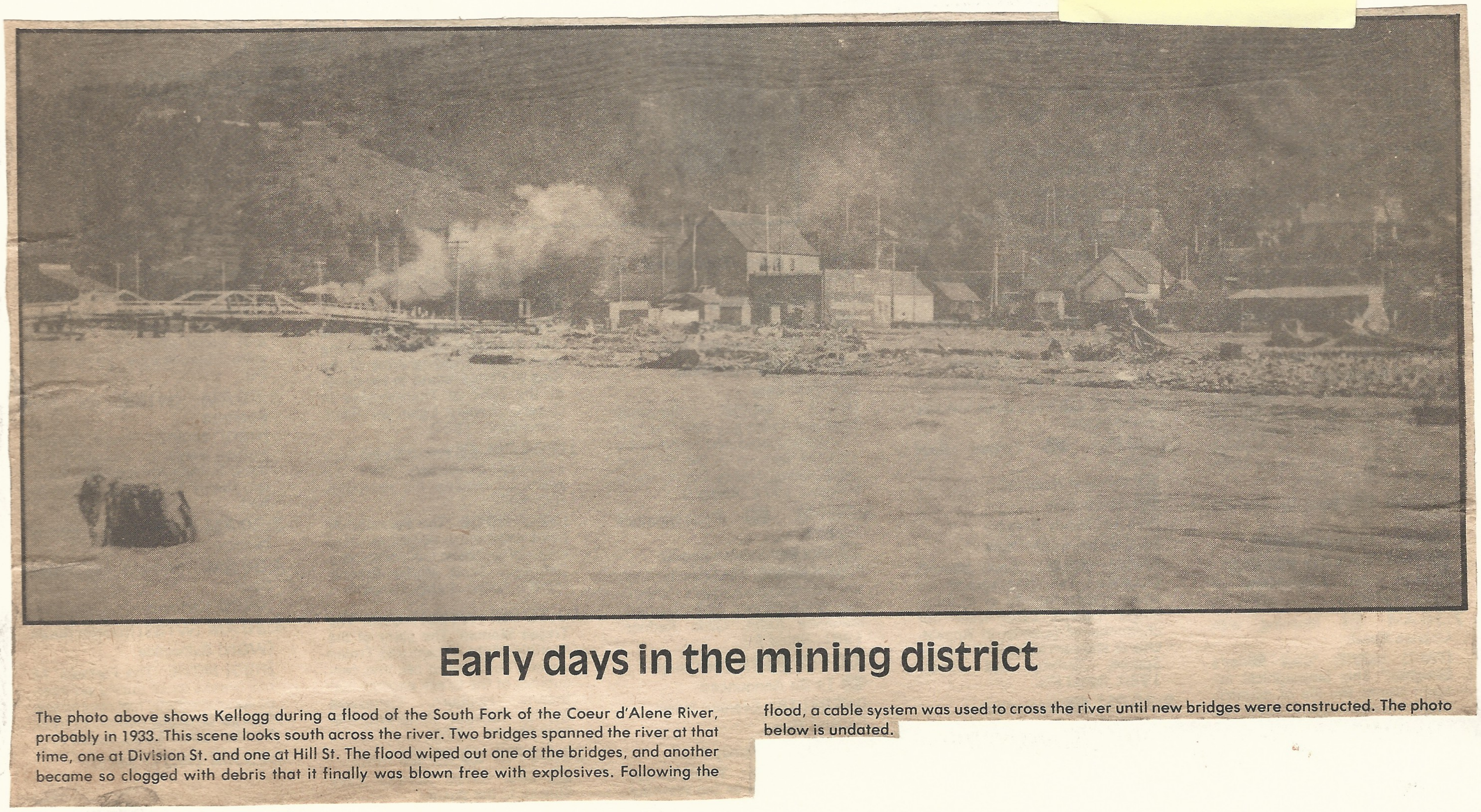

MOTOR SERVICE
Mobiloil
NO.70.



Early days in the mining district

The photo above, submitted by The Bunker Hill Co., shows a July 4th celebration parade in Kellogg at about the turn of the century. The band is proceeding up Depot Hill on Division St. The Kopper Keg is now located in the bottom left corner where a wooden building is seen in this photo. Railroad Ave. can be seen in the center to the left of the photo.

Cover

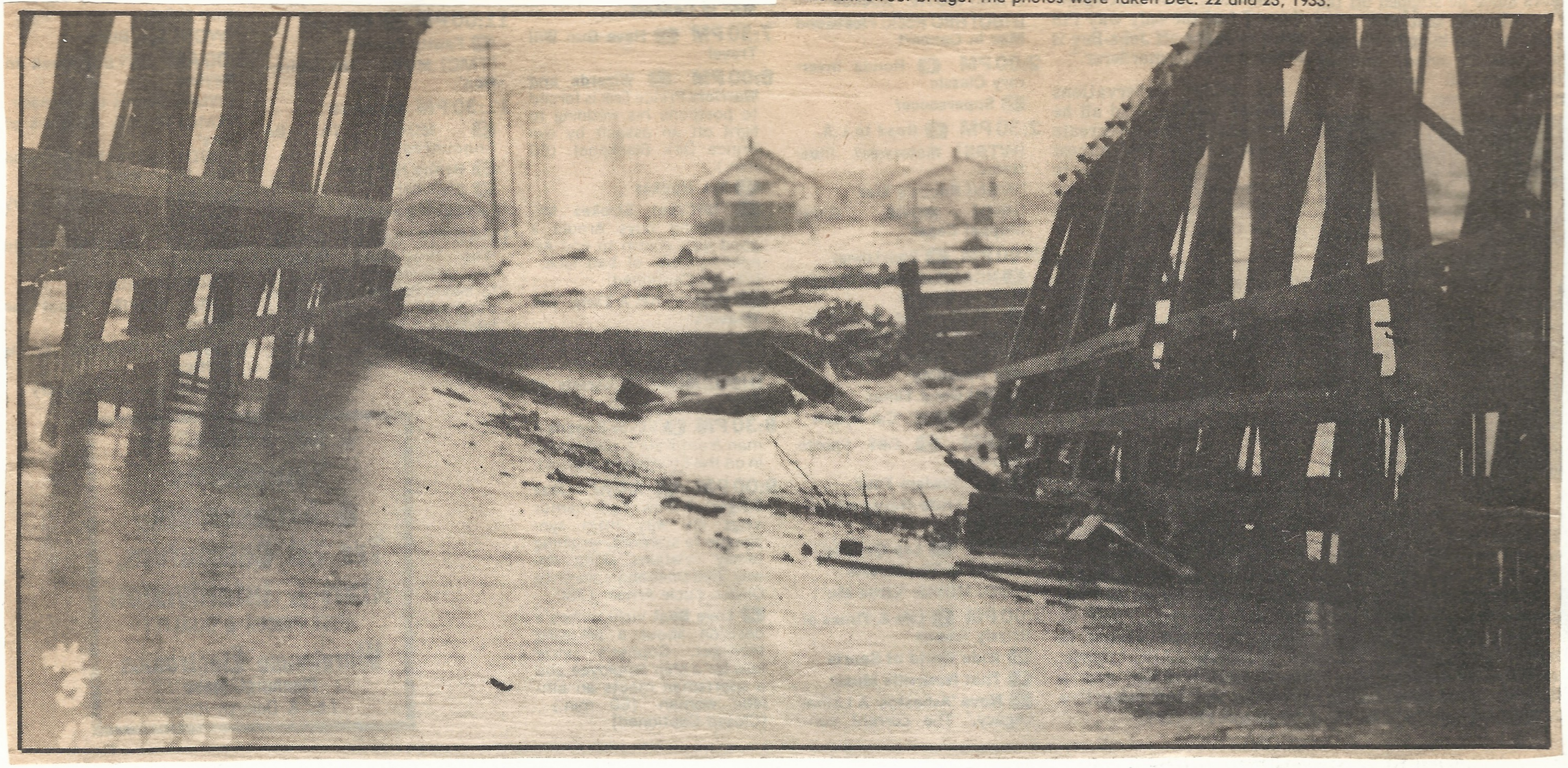


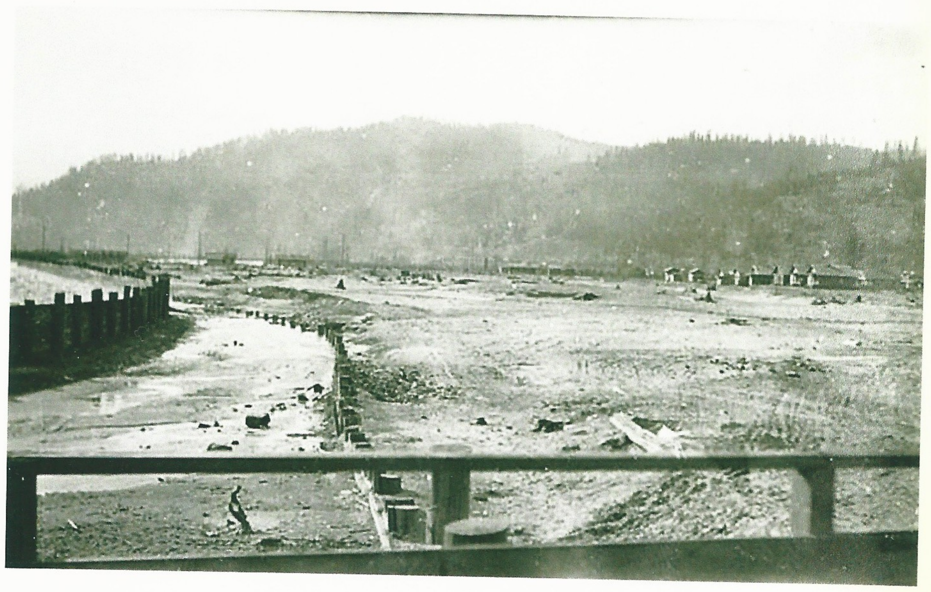
Early days in the mining district

The photo above shows Kellogg during a flood of the South Fork of the Coeur d'Alene River, probably in 1933. This scene looks south across the river. Two bridges spanned the river at that time, one at Division St. and one at Hill St. The flood wiped out one of the bridges, and another became so clogged with debris that it finally was blown free with explosives. Following the flood, a cable system was used to cross the river until new bridges were constructed. The photo below is undated.

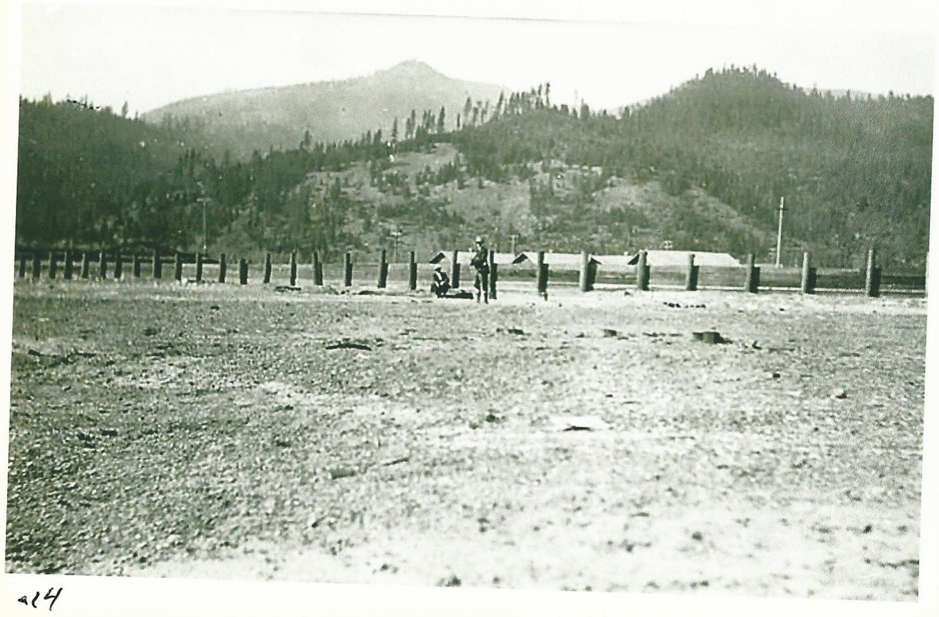
1933 Flood - Sunny side

the lower photo shows the remains of the Hill Street bridge. The photos were taken Dec. 22 and 23, 1933.

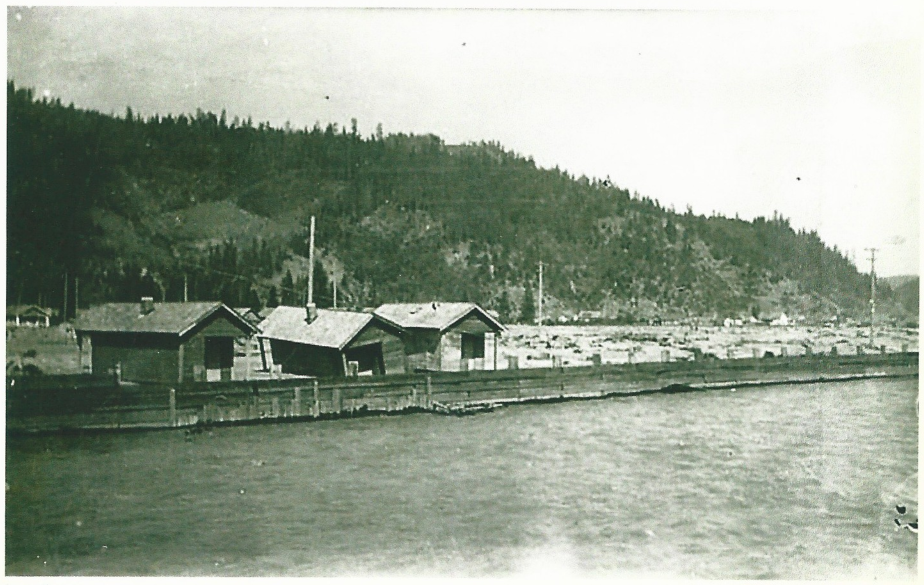




BS B524-17 River Retaining walls -

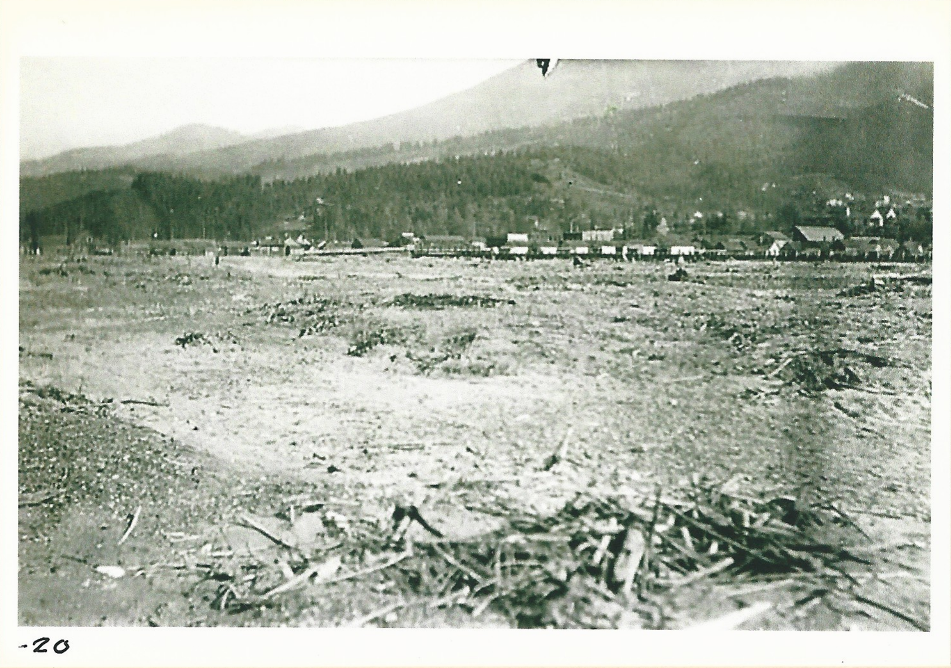


BS B 524-14

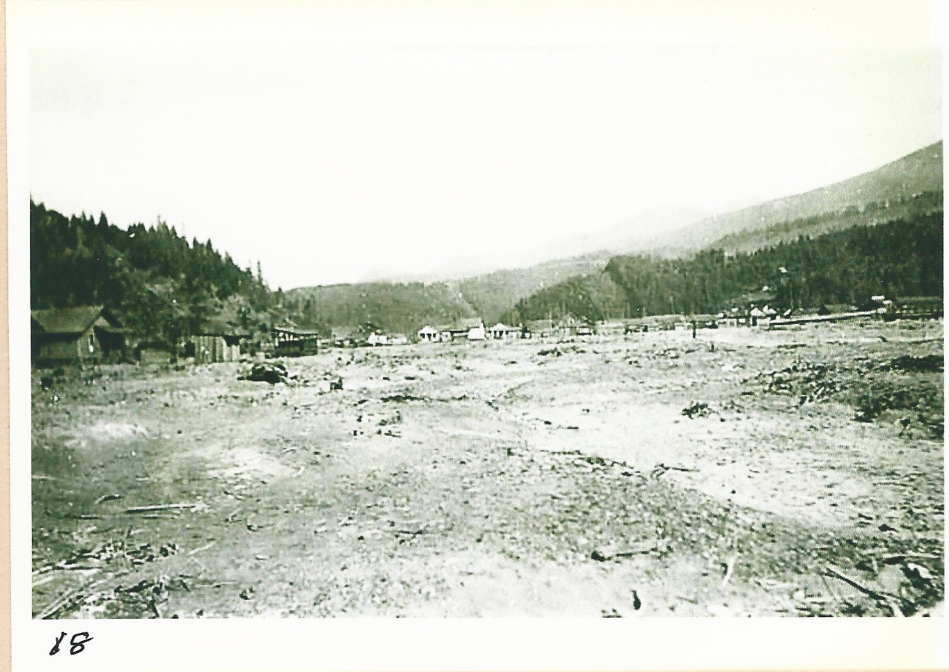


BS B 524-18

1933 Flood - Sunnyside BS B524 -



-20



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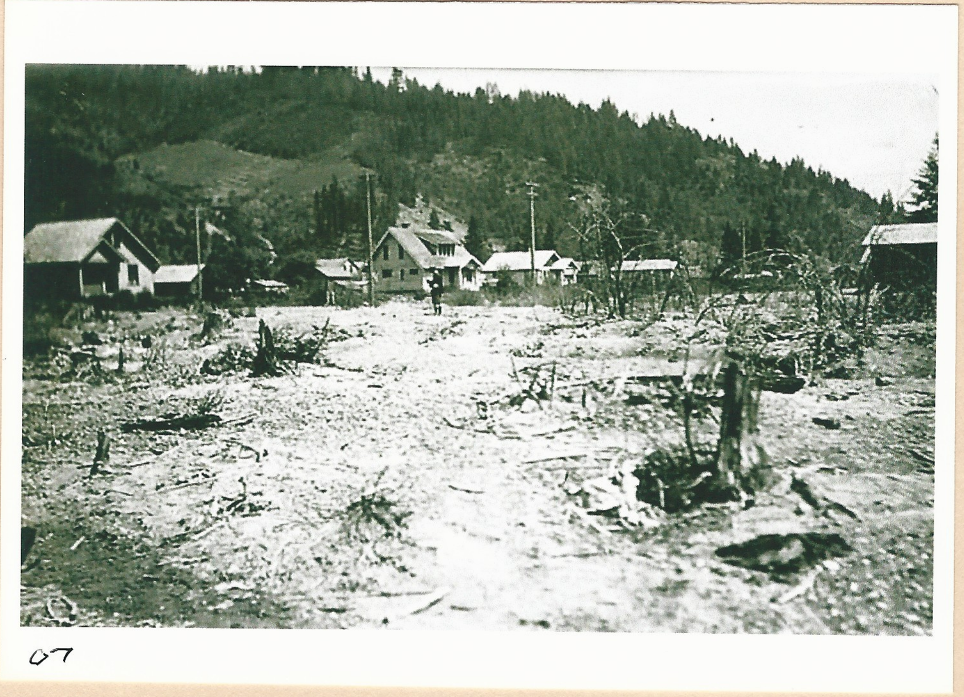

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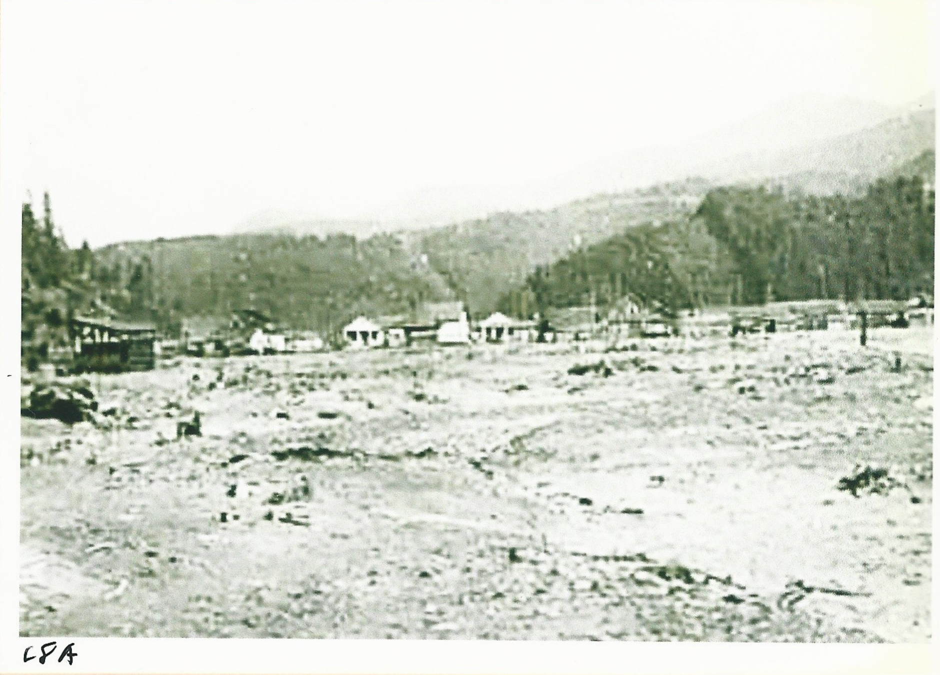

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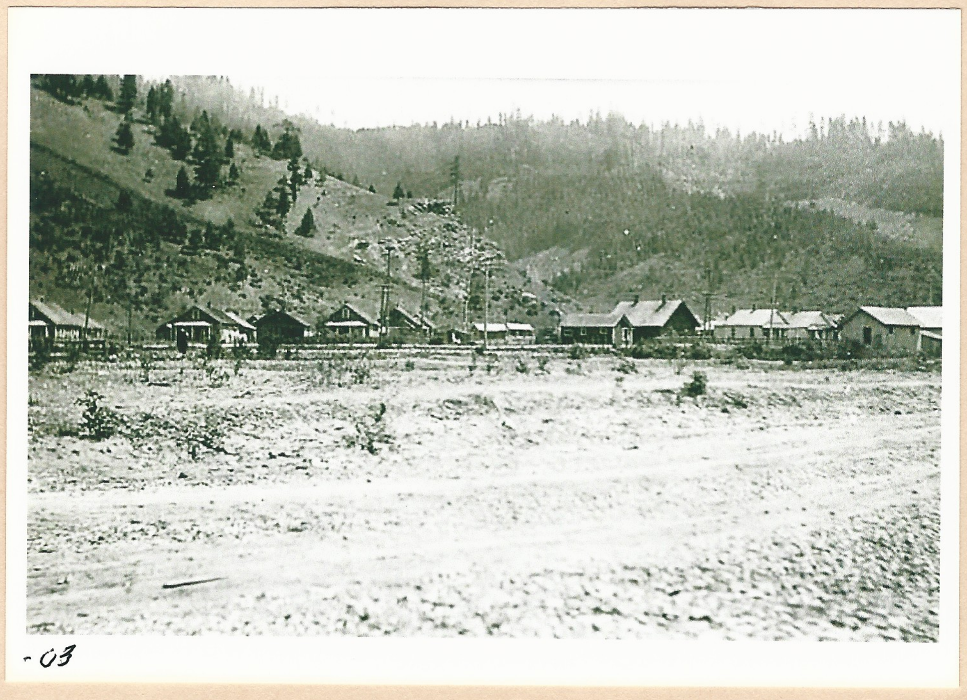

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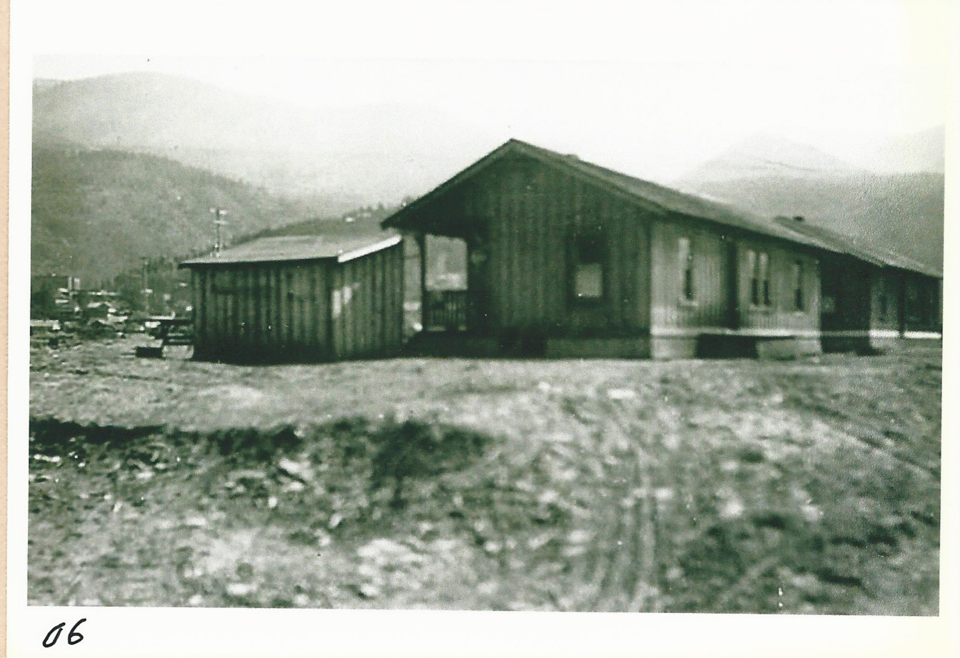
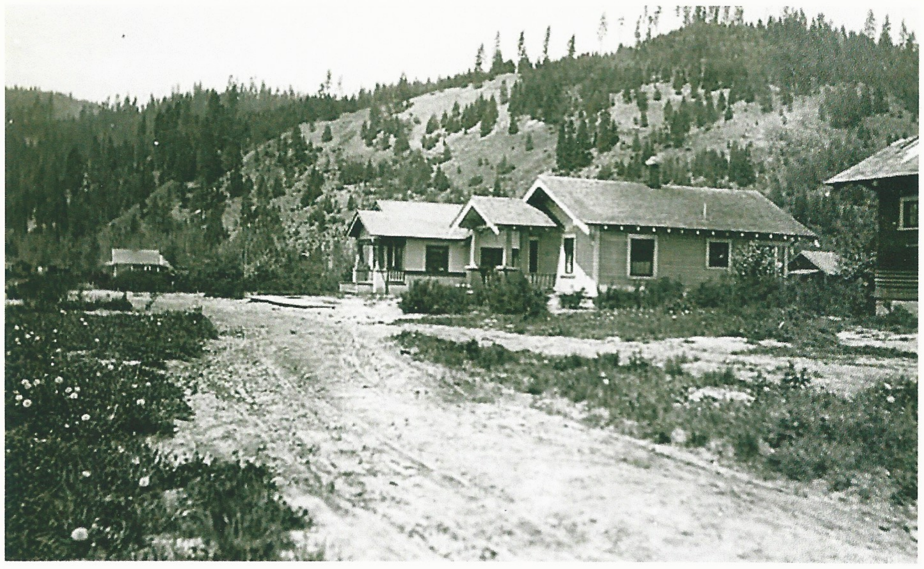


06

Division on left

1933 Flood Sunnyside BS 524—



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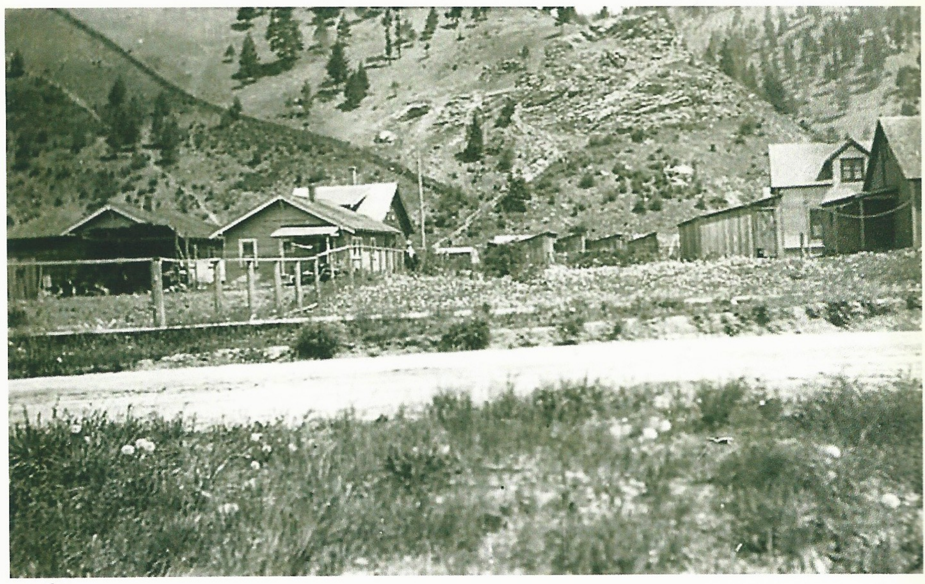

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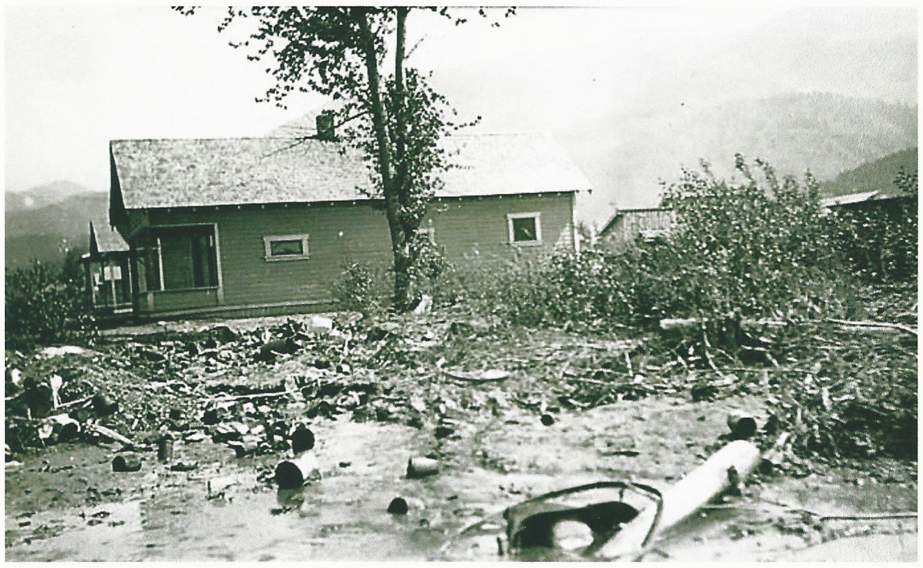

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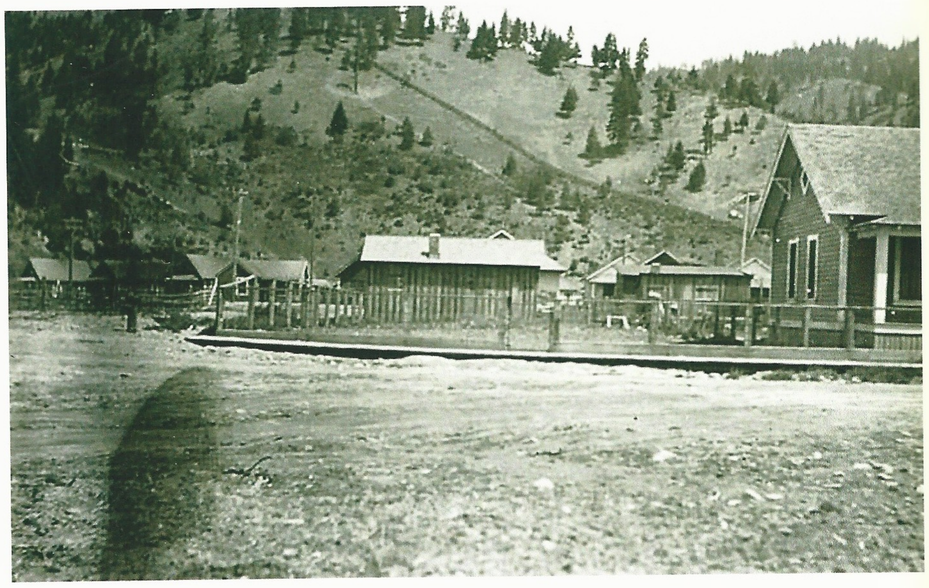

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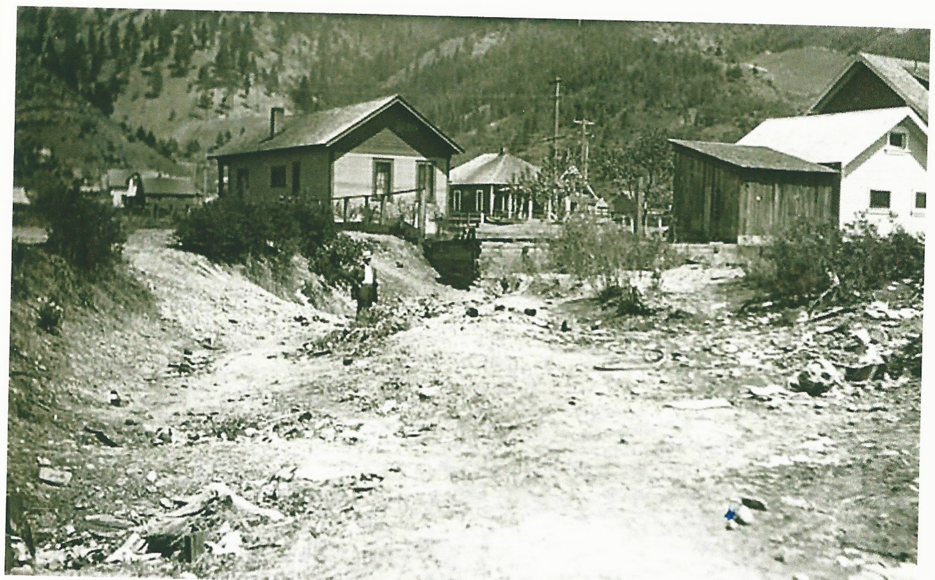

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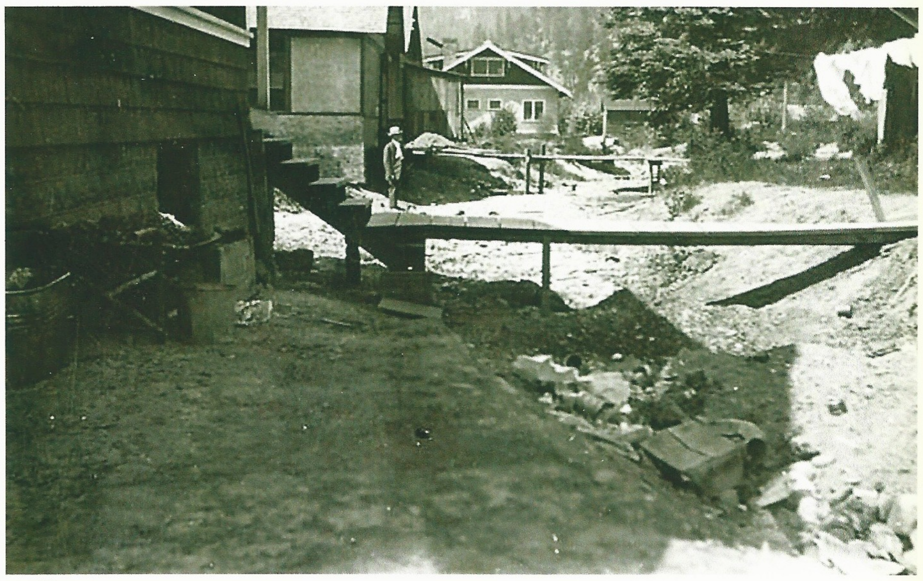

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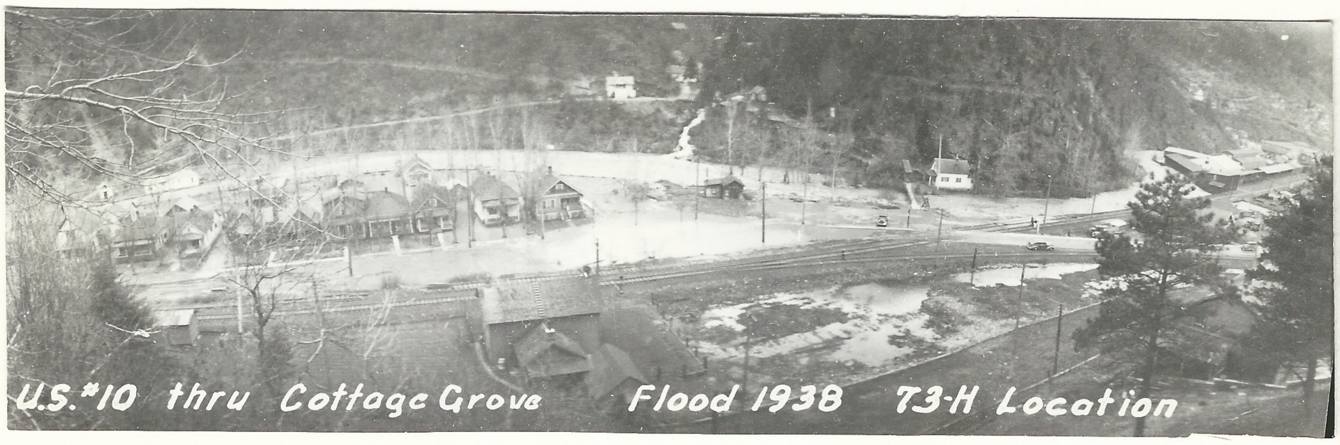
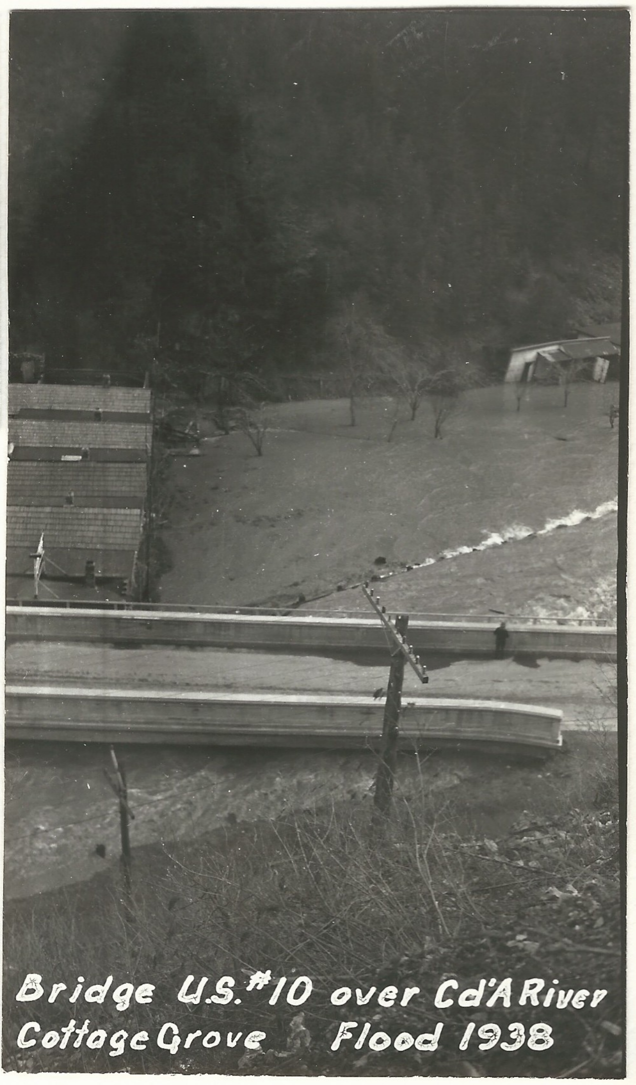
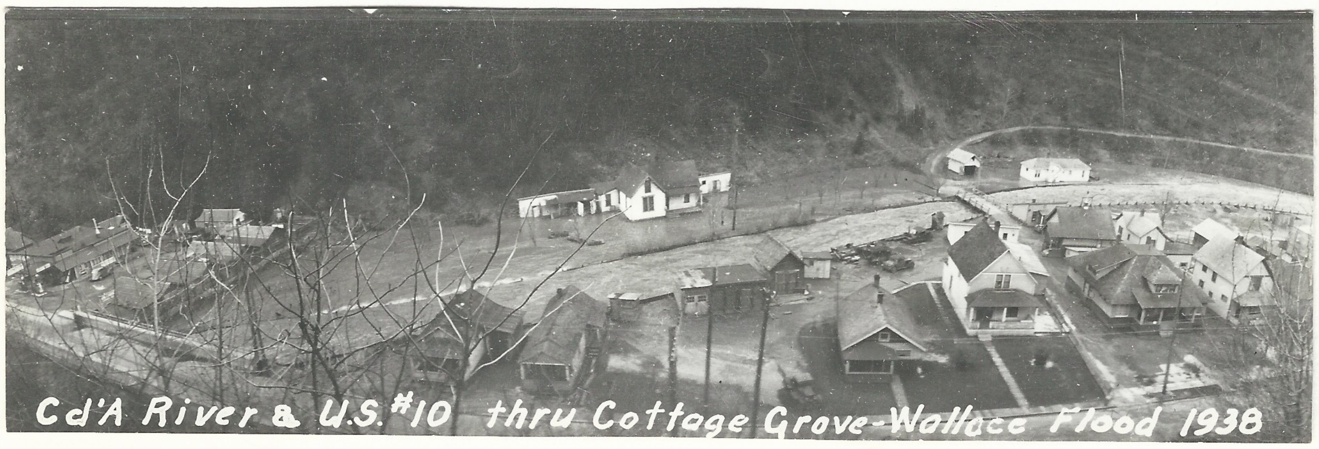
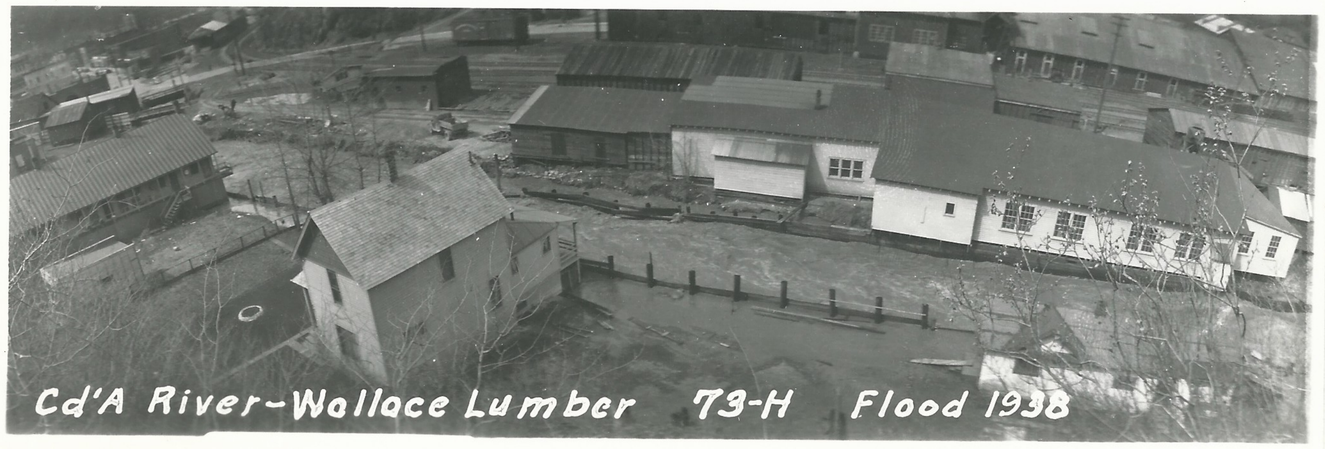
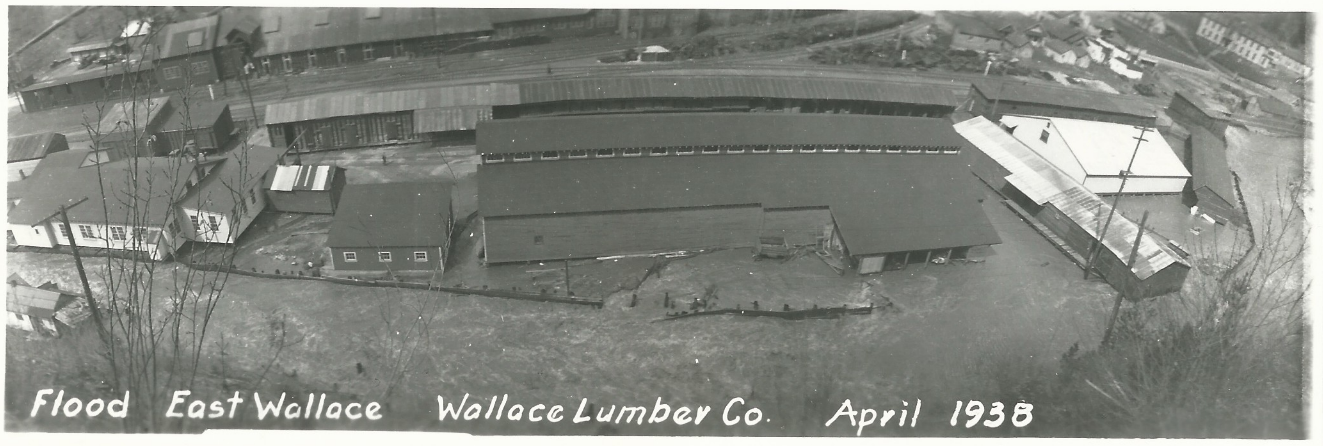
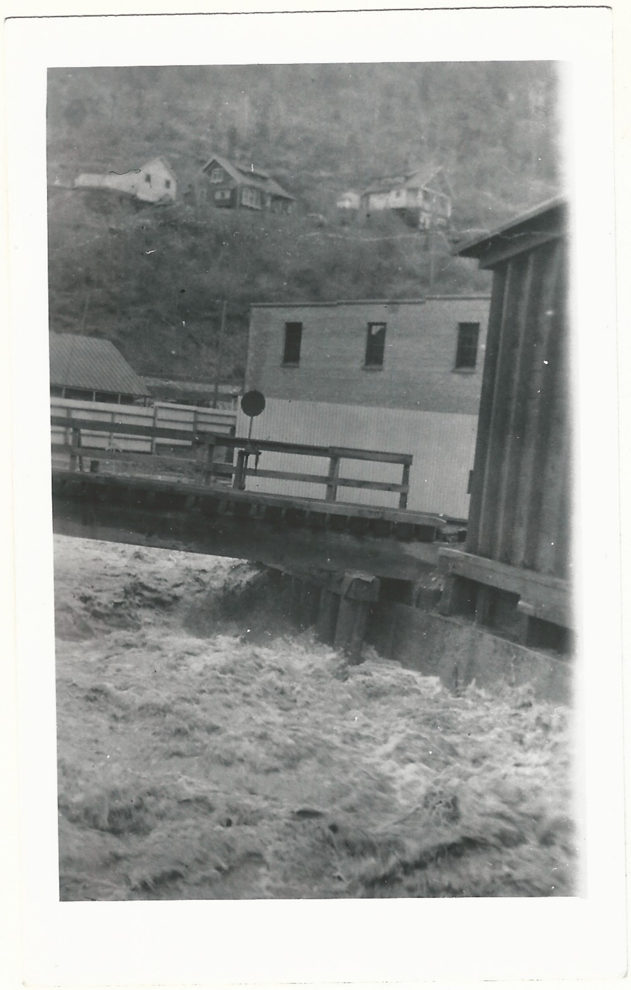

U.S.#10 thru Cottage Grove Flood 1938 73-H Location

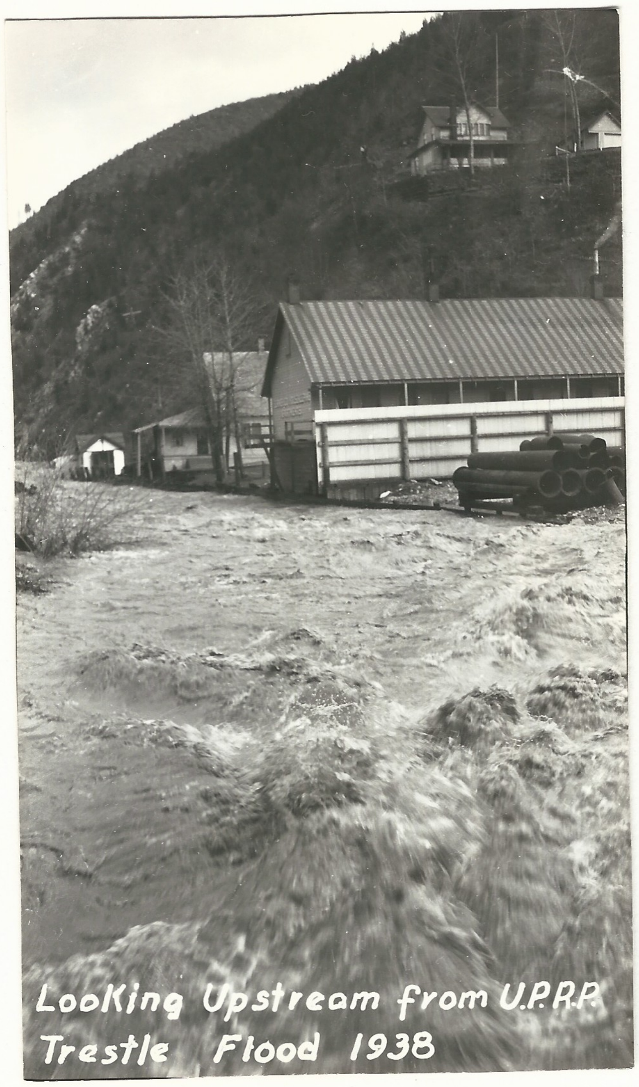

Bridge U.S.#10 over Cd'A River Cottage Grove Flood 1938


Cd'A River & U.S.#10 thru Cottage Grove-Wallace Flood 1938

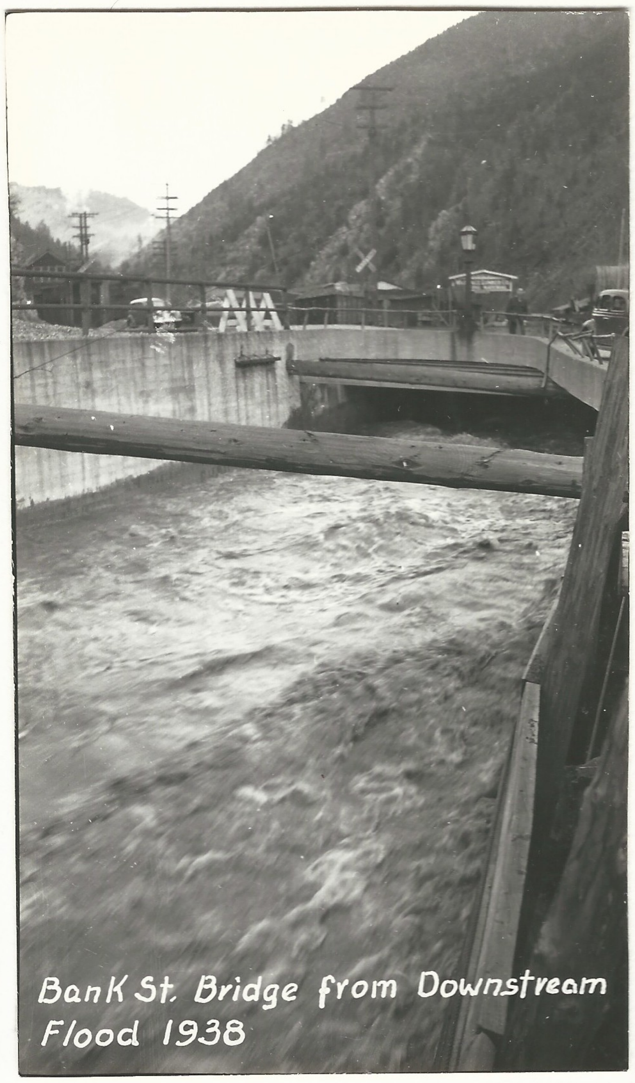

Cd'A River-Wallace Lumber 73-H Flood 1938


Flood East Wallace Wallace Lumber Co. April 1938

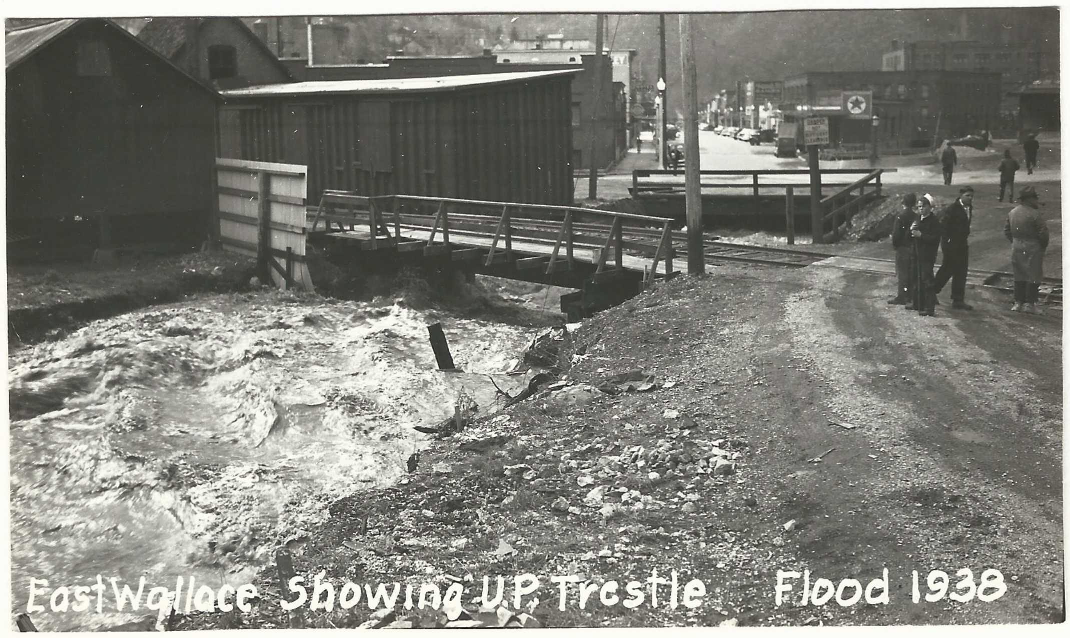




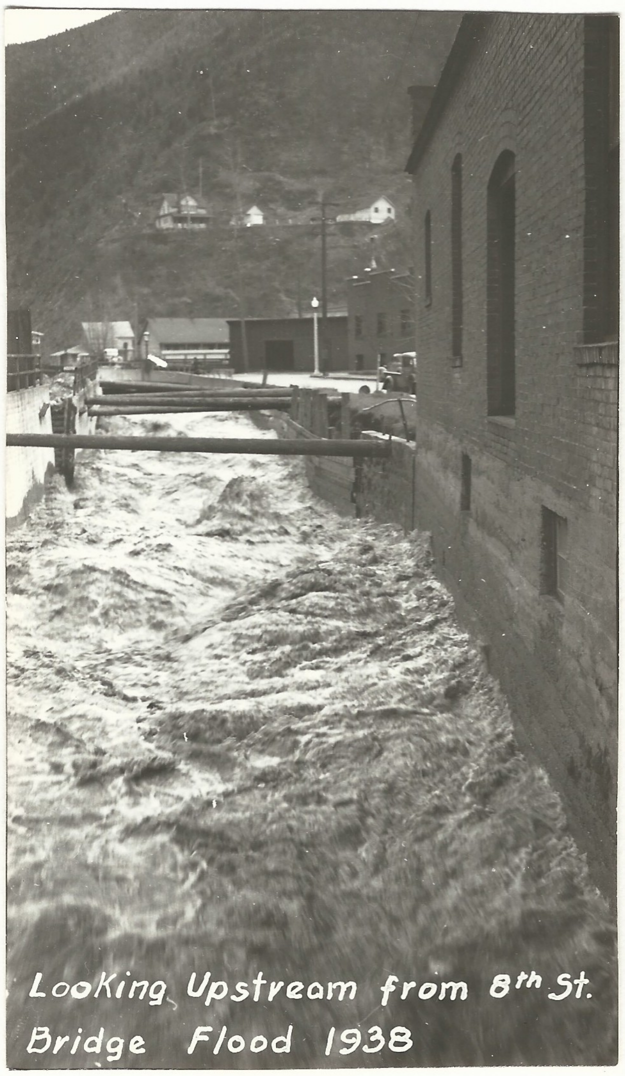
Looking Upstream from U.P.R.R. Trestle Flood 1938



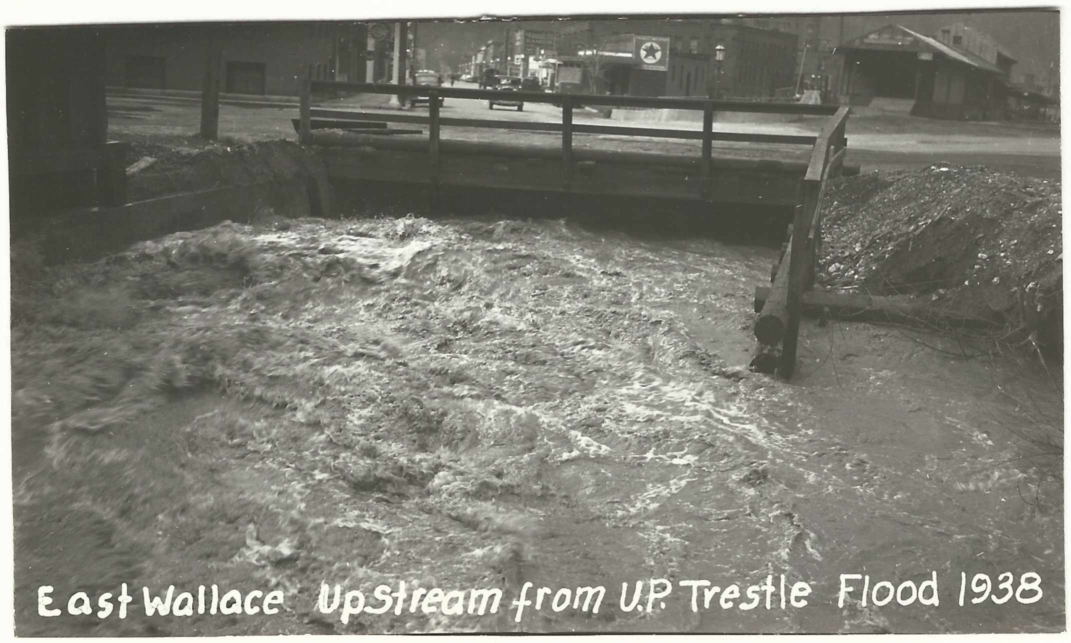
Bank St. Bridge from Downstream Flood 1938



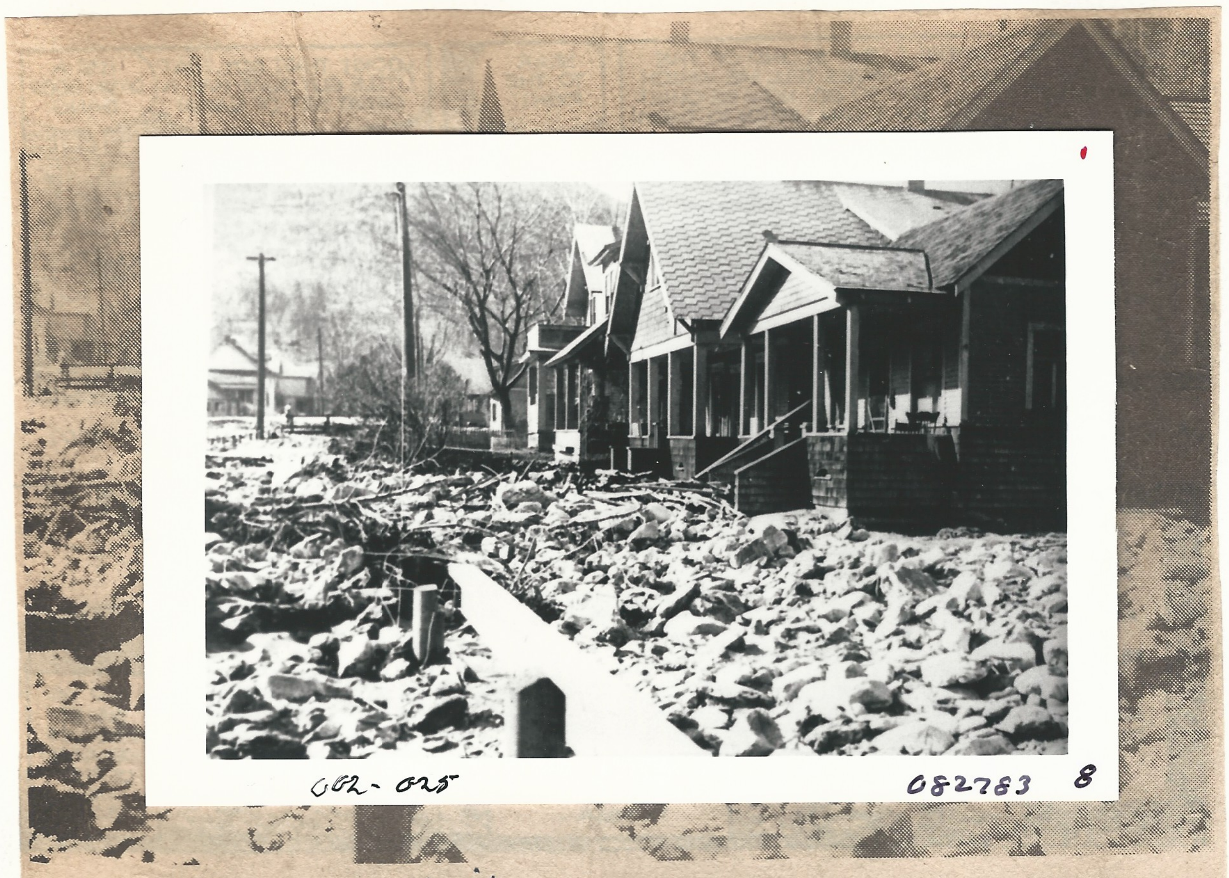
East Wallace Showing U.P. Trestle Flood 1938



Looking Upstream from 8th St. Bridge Flood 1938

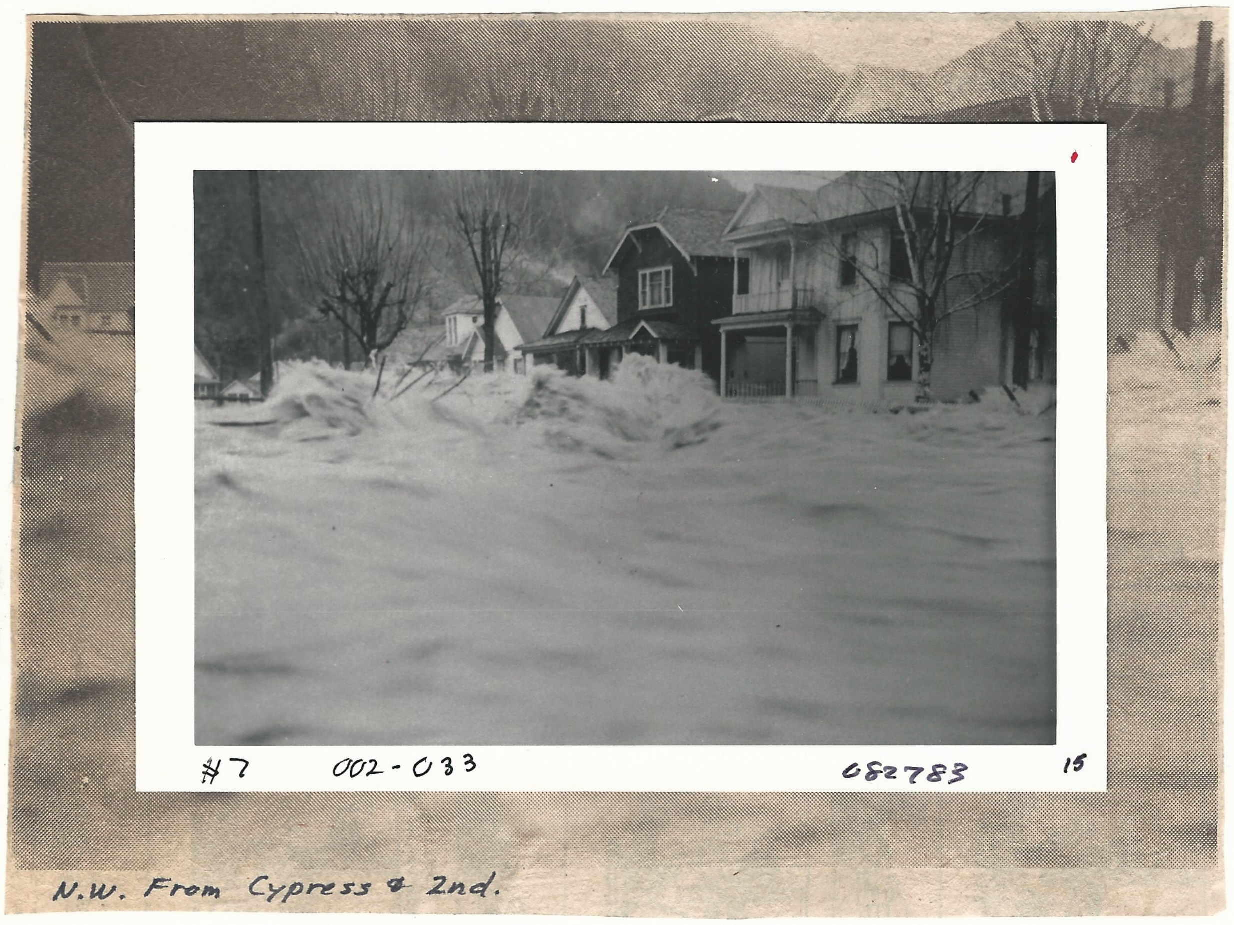


East Wallace Upstream from U.P. Trestle Flood 1938



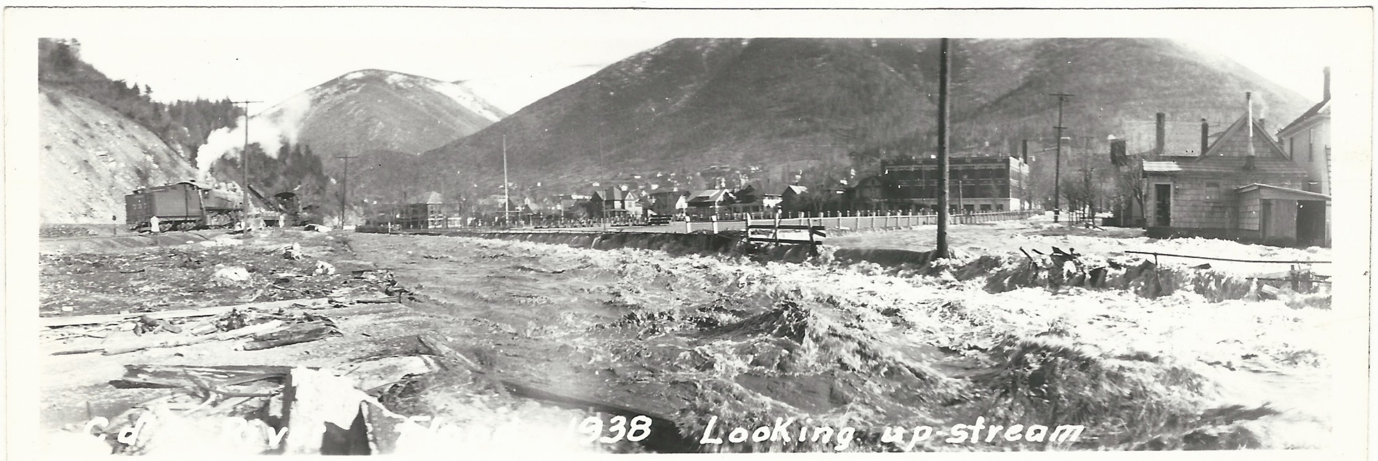
002-025 082783 8

SW From 2nd & Westside

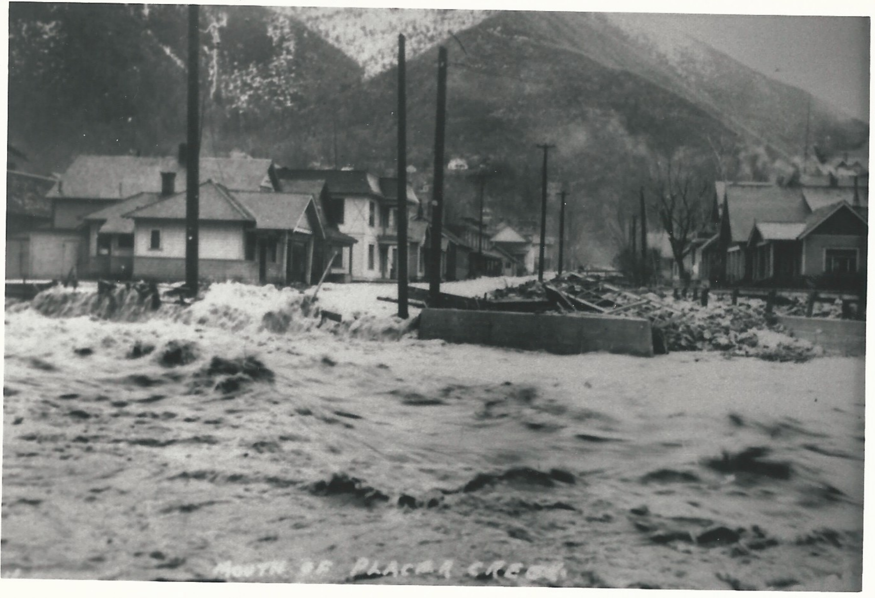


#7 002-033 082783 15

N.W. From Cypress & 2nd.

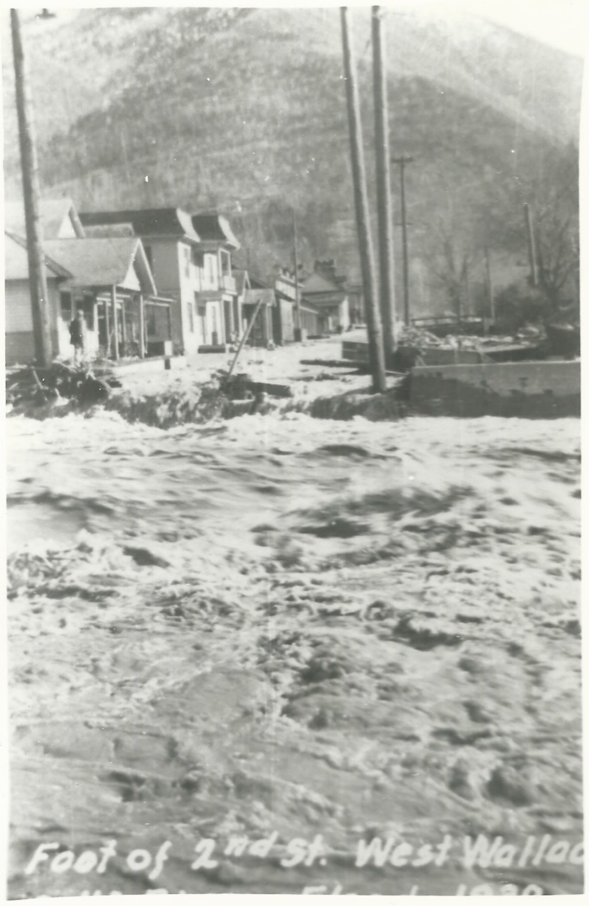


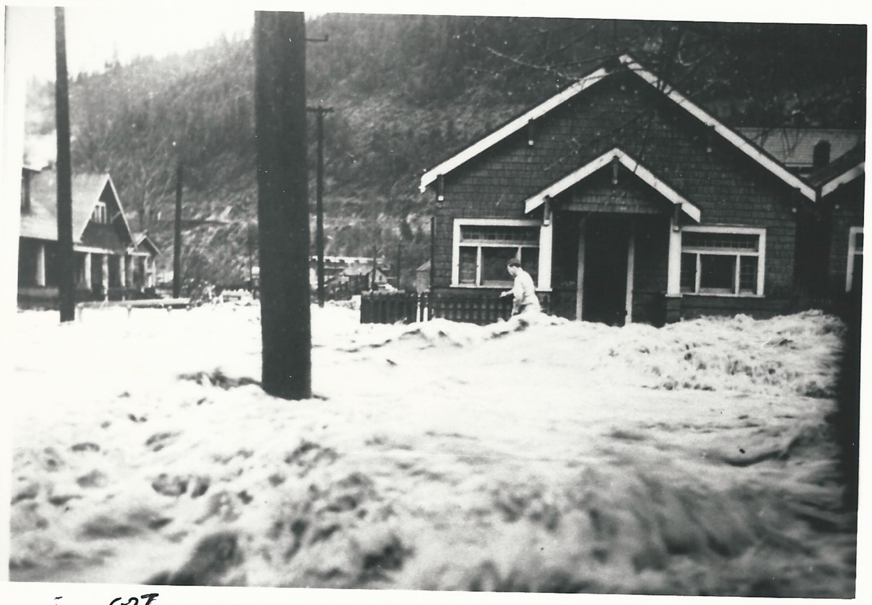
Cd[illegible] R[illegible] Fl[illegible] 1938 Looking up-stream p983-404 F39-002-031


MOUTH OF PLACER CREEK

082783 10

April 1938 Flood: Looking upstream from U.S. Highway 10


Foot of 2nd St. West Wallac

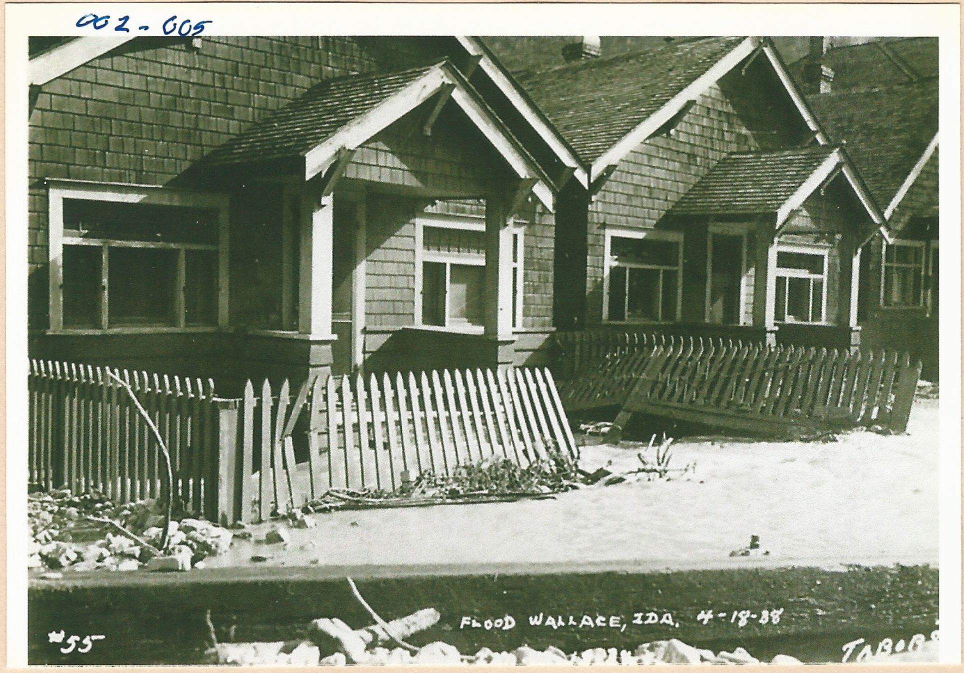


43

036

082283 11

April 1938 Flood: Looking northwest from Cypress Ave. and 2nd St.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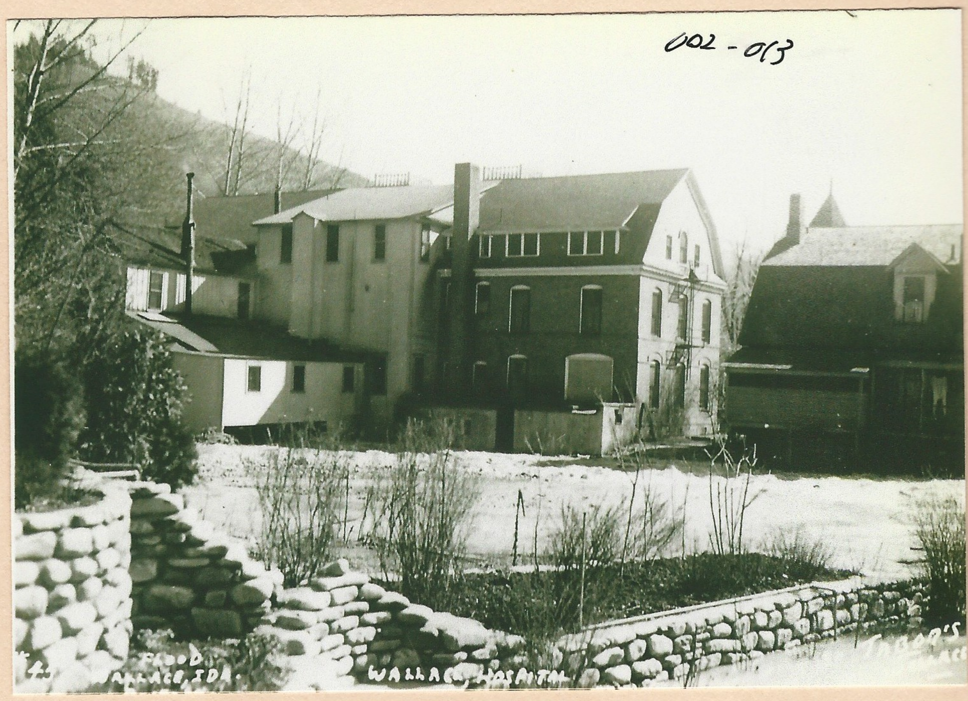
FLOOD WALLACE, IDA. 4-18-38
TABOR'S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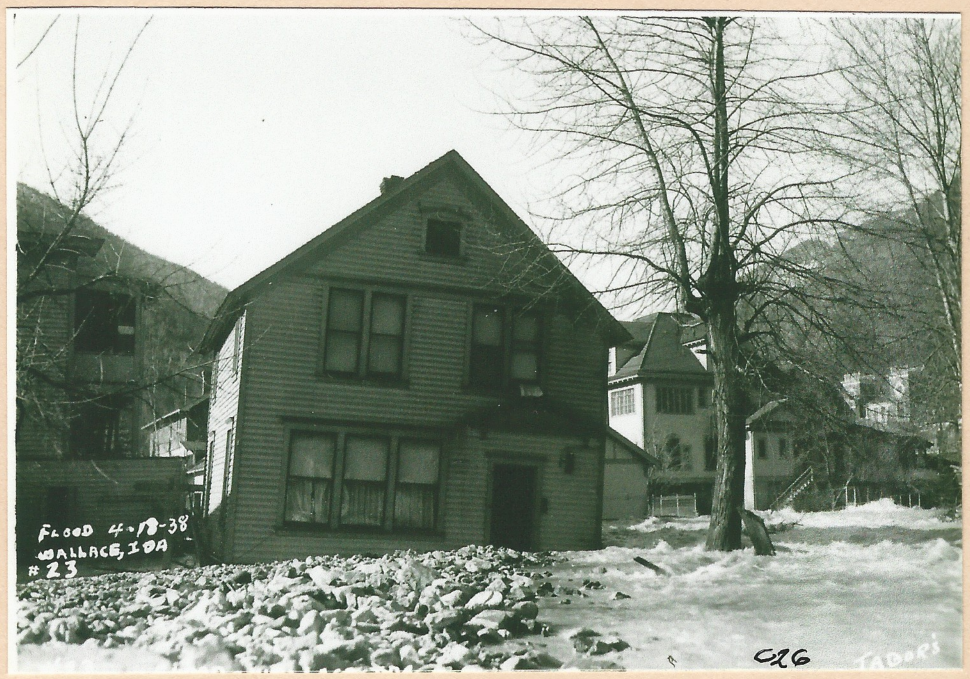
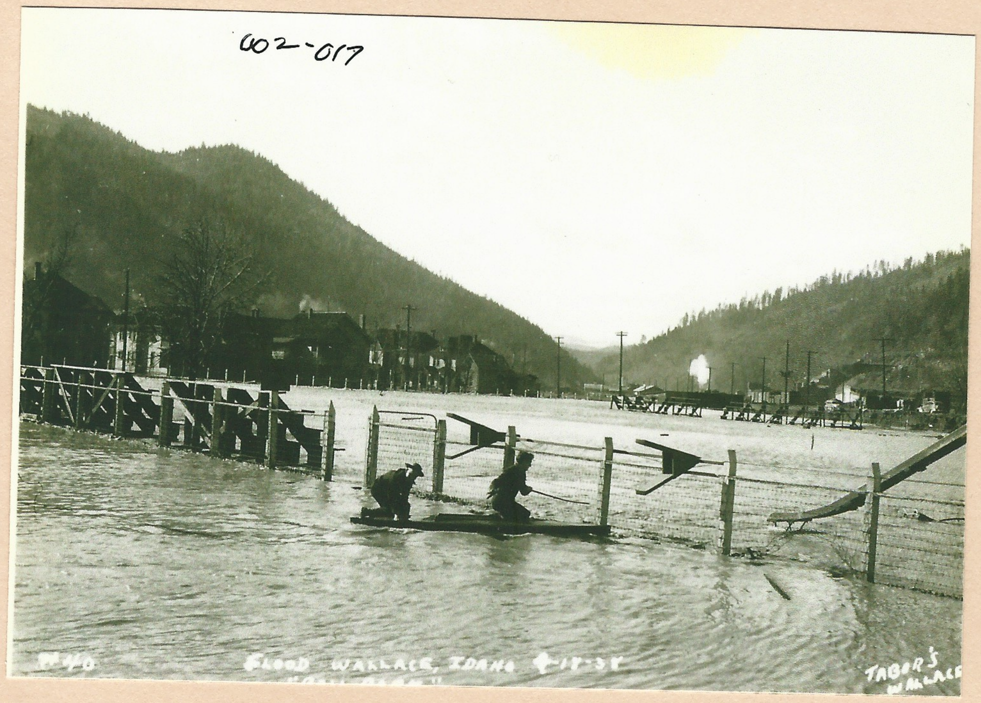
FLOOD
WALLACE, IDA.
WALLACE HOSPITAL
TABOR'S


FLOOD 4-18-38
WALLACE, IDA
#23
026
TABOR'S

#38
018
FLOOD 4-18-38
WALLACE, IDA.
TABOR'S
WALLACE, IDA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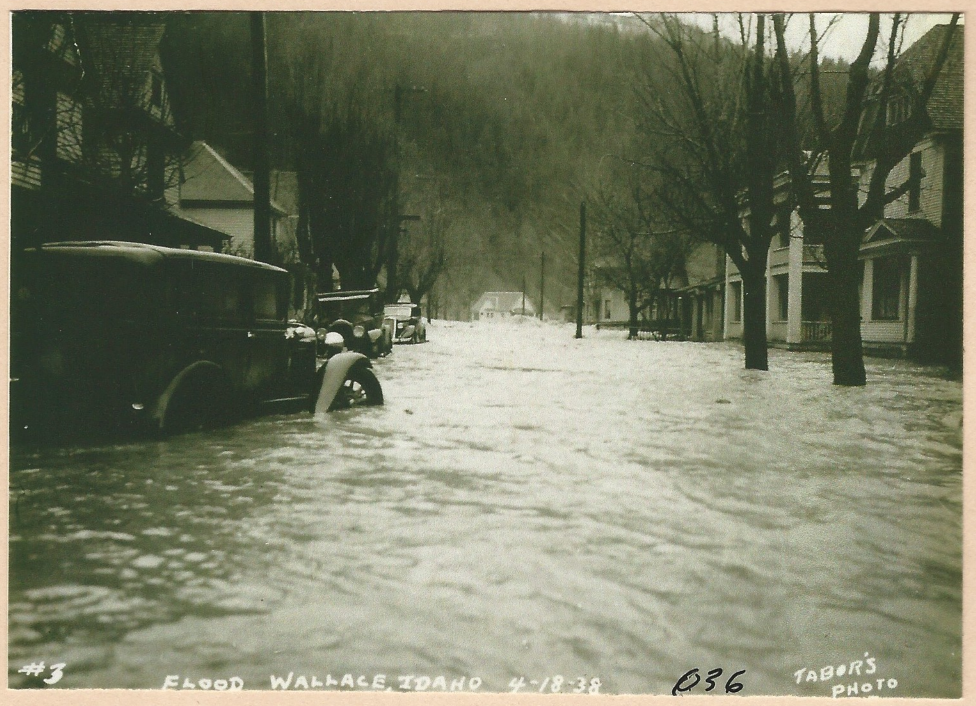
FLOOD WALLACE, IDAHO 4-18-38
TABOR'S
WALLACE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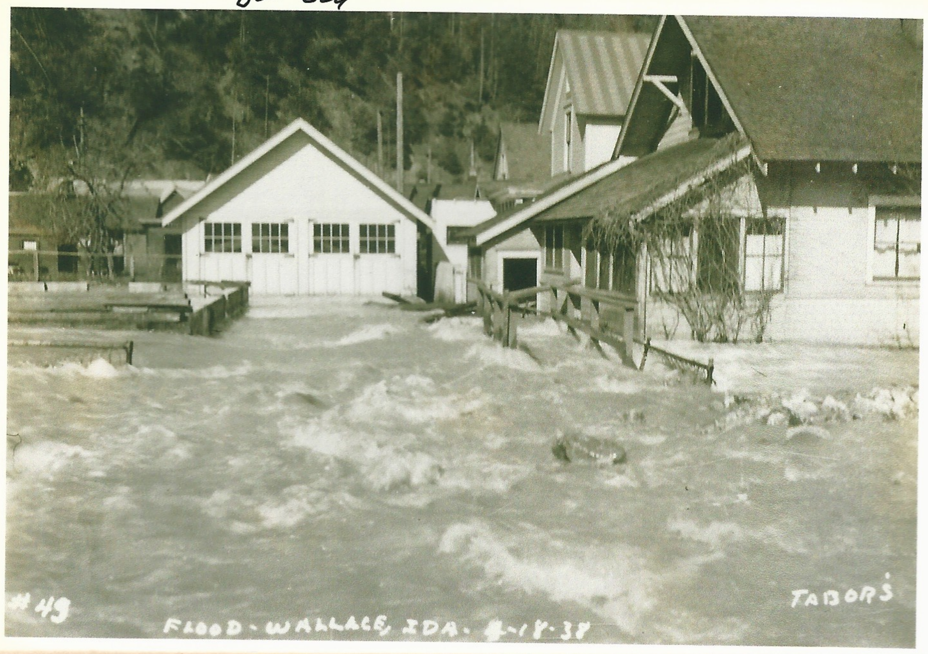
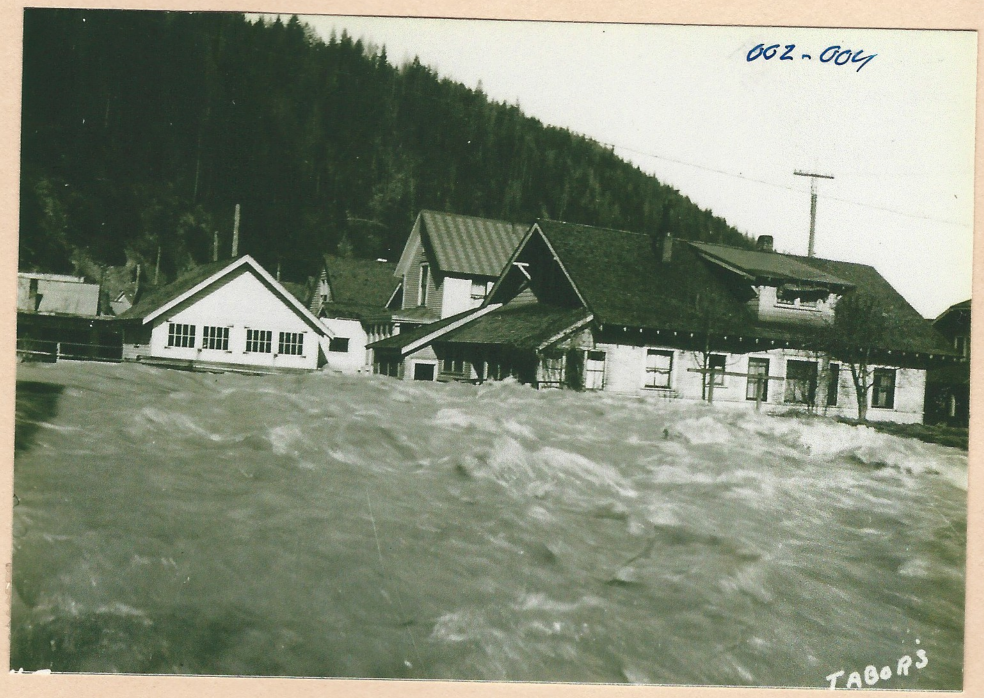
036
TABOR'S
PHOTO

002-009



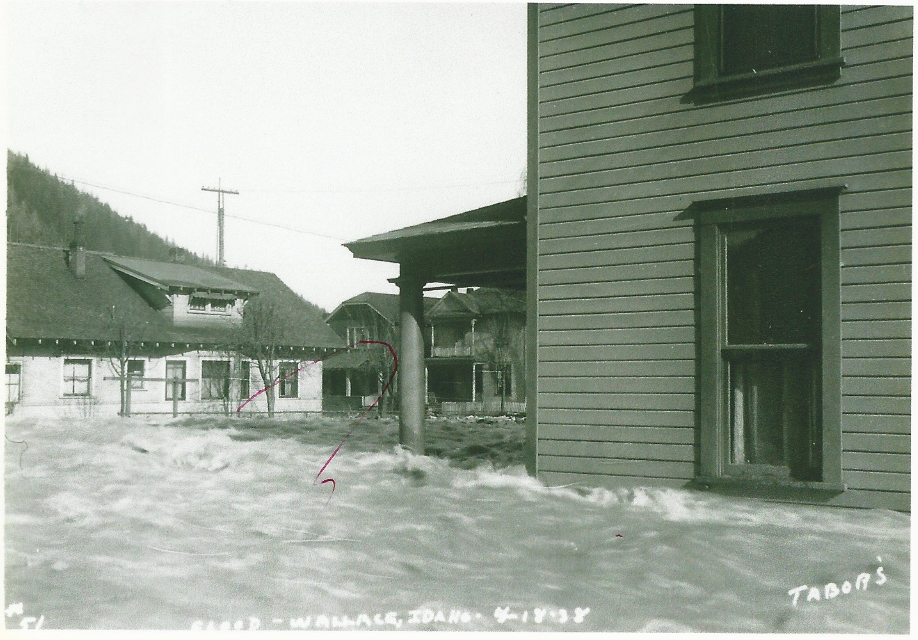
#49 FLOOD - WALLACE, IDA. 4-18-38 TABOR'S

002-004



TABOR'S

002-008



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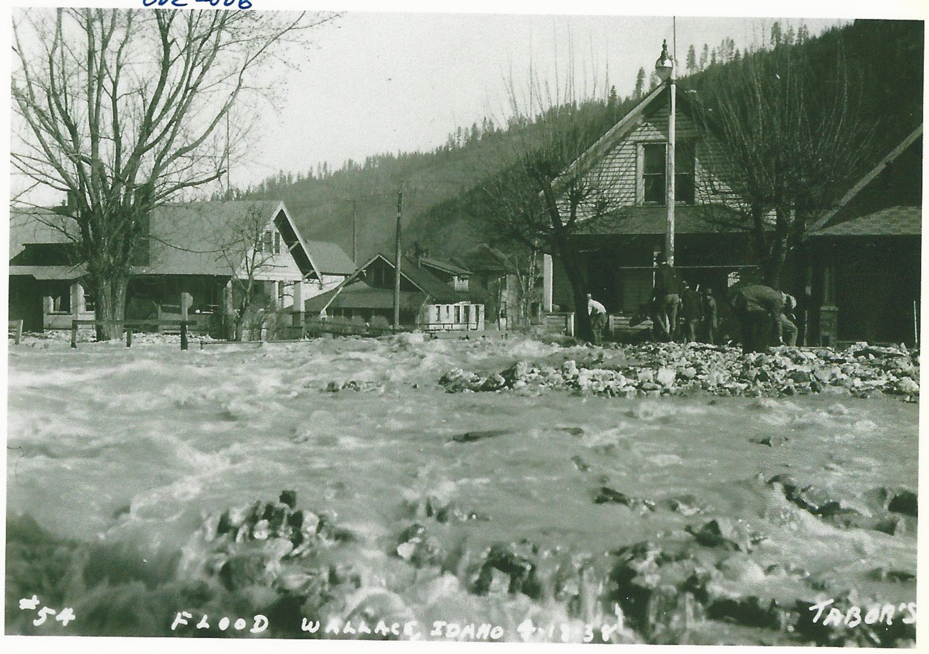
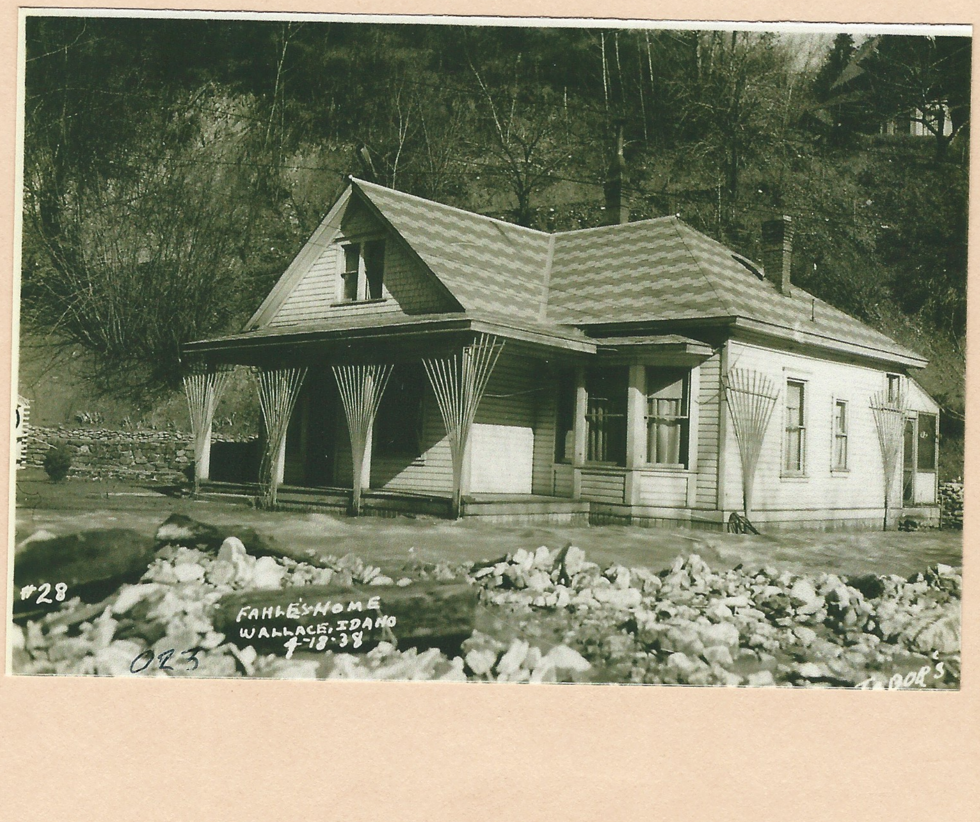
002-006

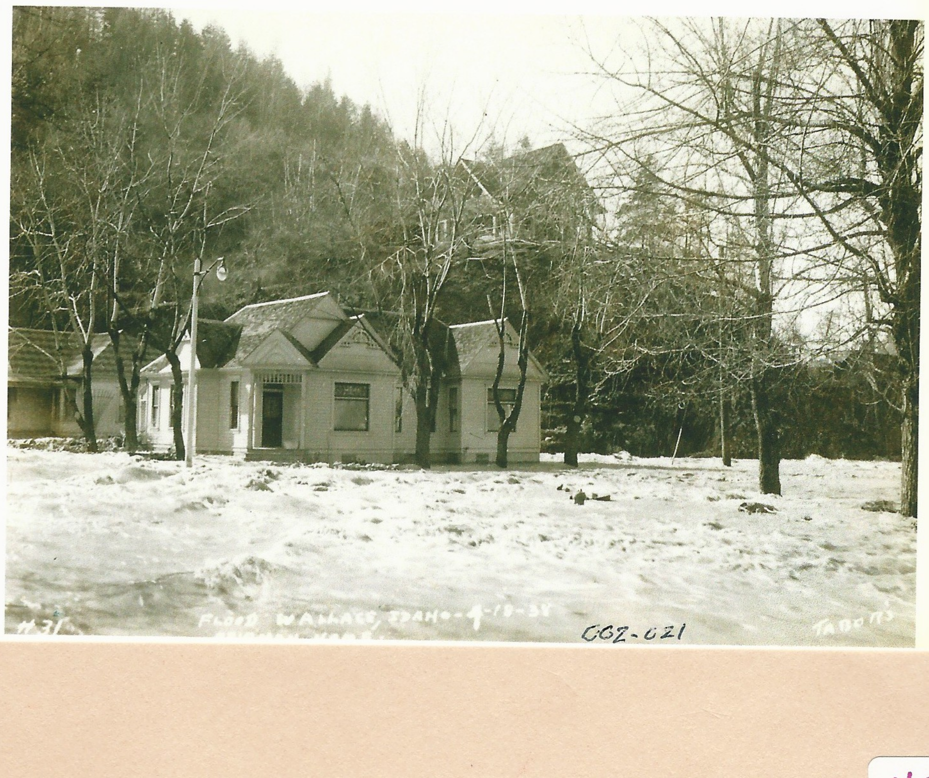


#54 FLOOD WALLACE, IDAHO 4-18-38 TABOR'S



#28 FAHLE'S HOME WALLACE, IDAHO 4-18-38 TABOR'S

023



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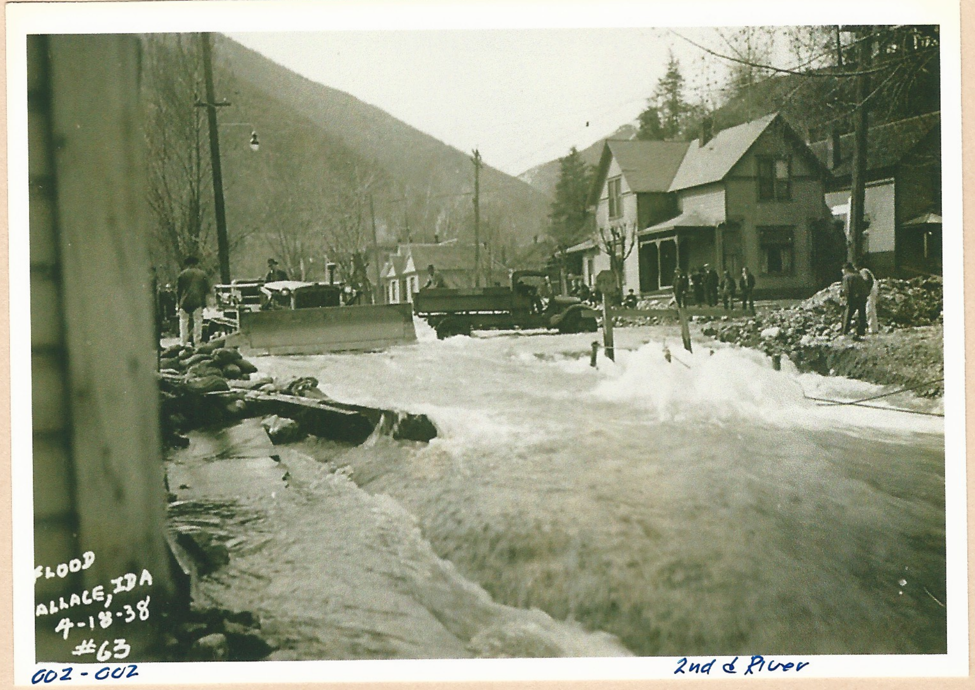
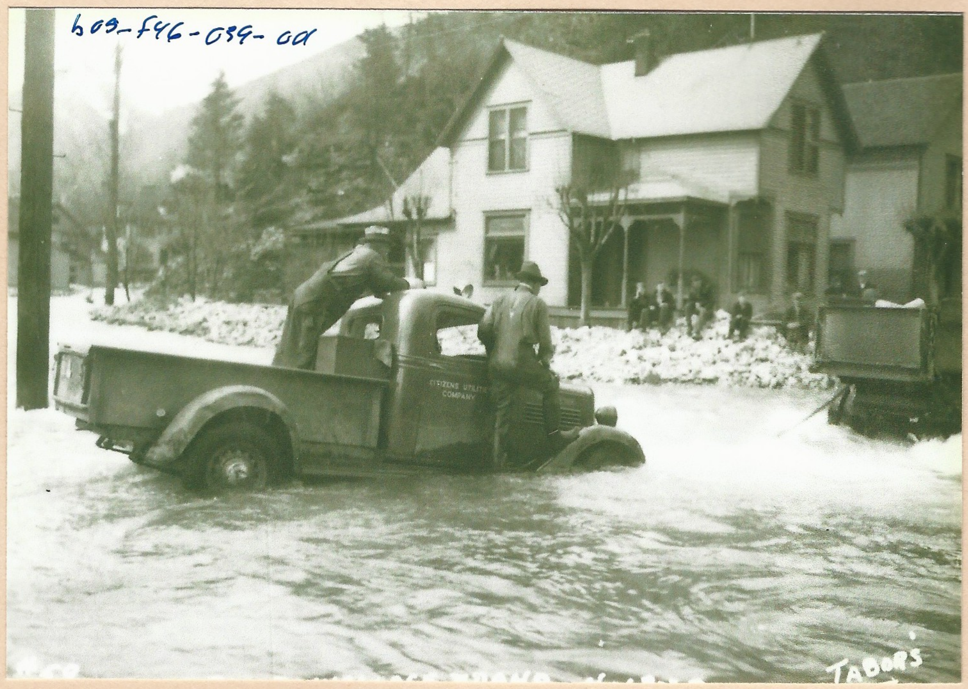
002-021

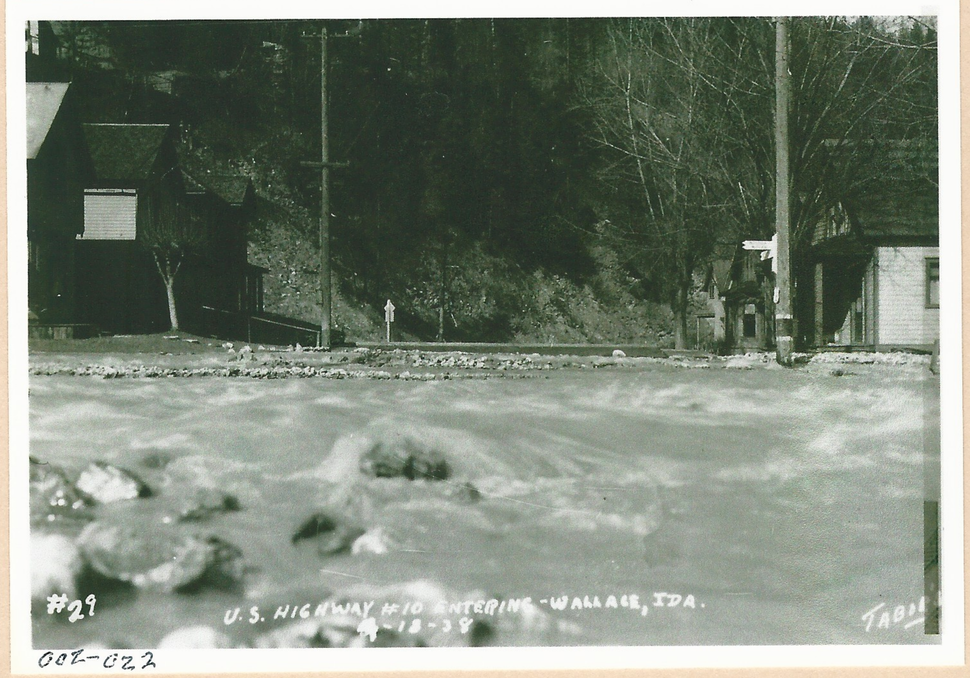

FLOOD
ALLACE, IDA
4-18-38
#63

002-002

2nd & River



609-f46-039-cd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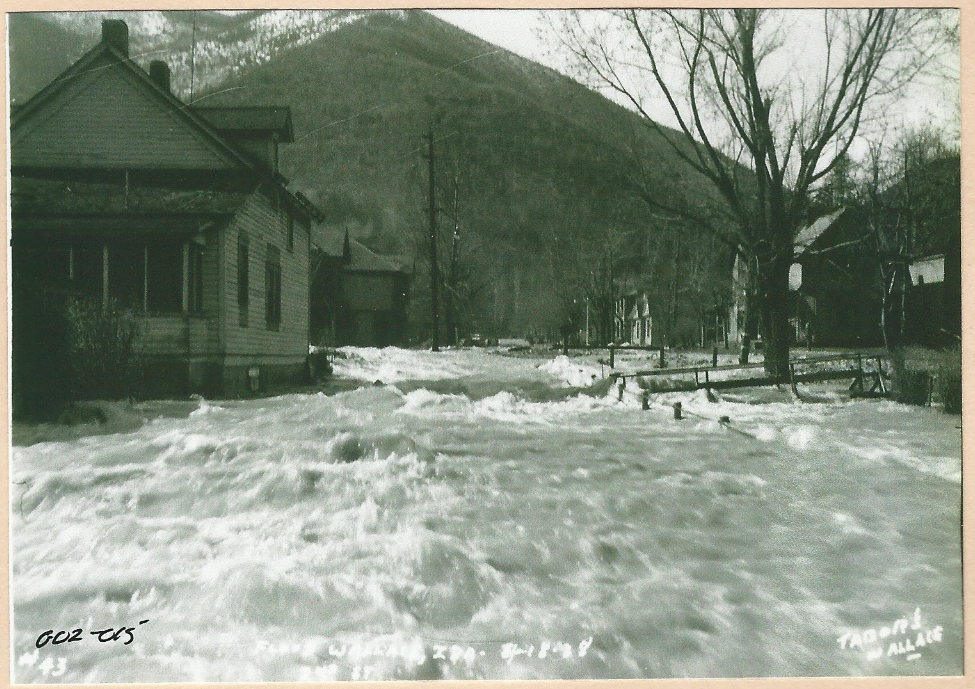
U.S. HIGHWAY #10 ENTERING - WALLACE, IDA.
4-18-38
TABO

002-022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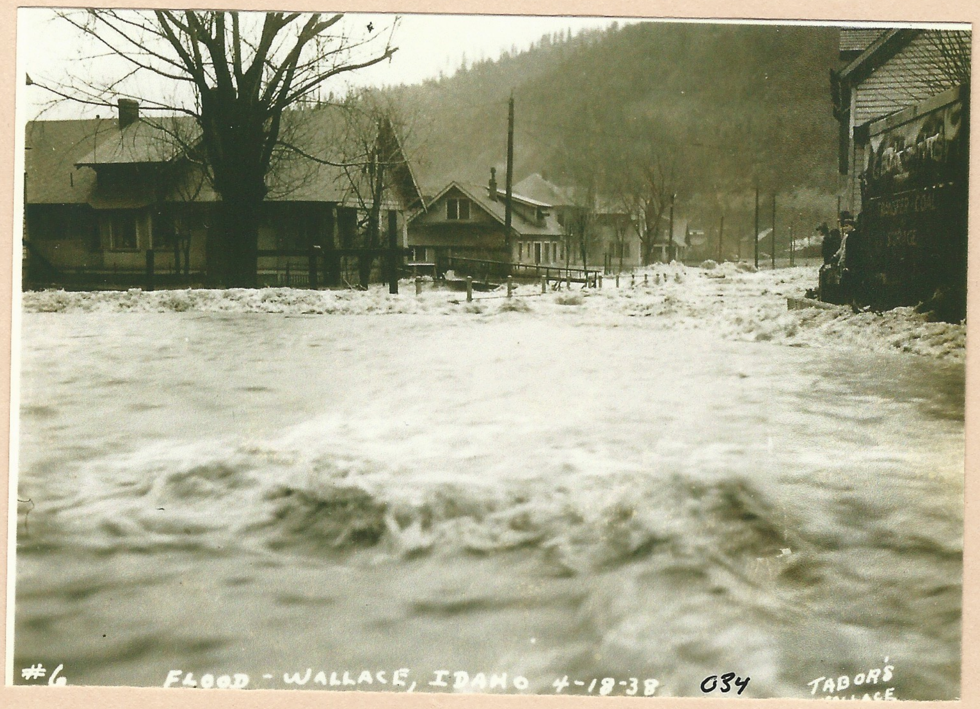
FLOOD WALLACE, IDA. 4-18-38
2ND ST.
TABOR'S
WALLACE

002-025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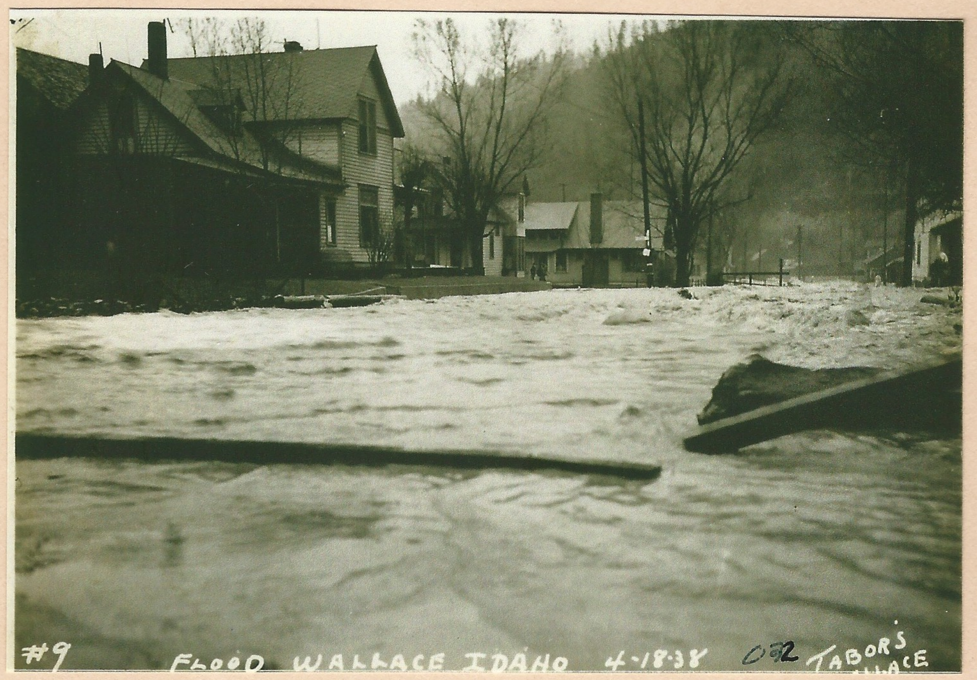
FLOOD - WALLACE, IDAHO 4-18-38
TABOR'S

034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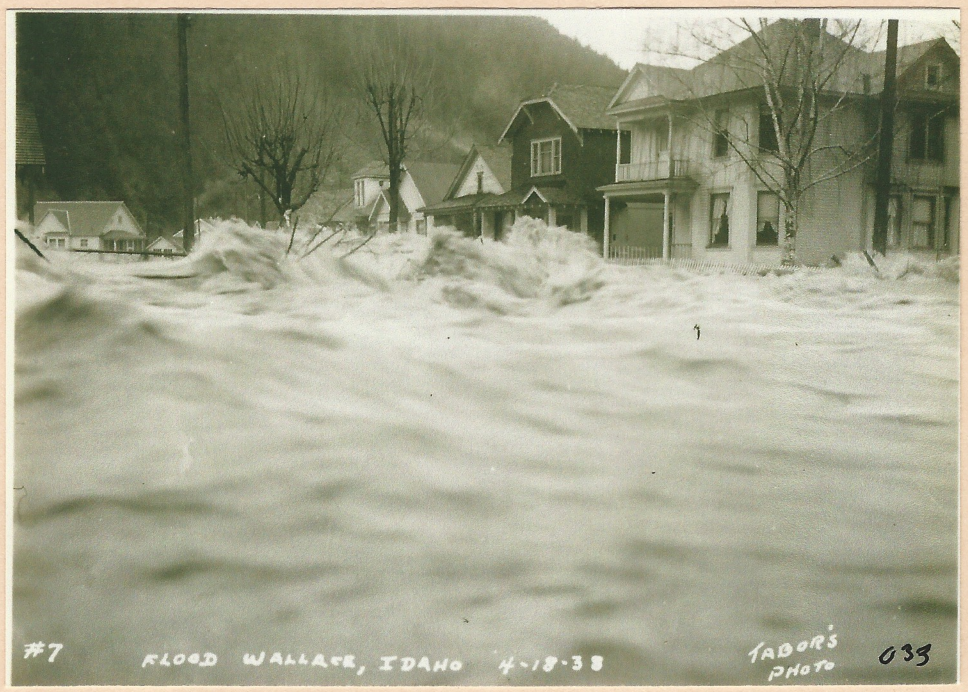
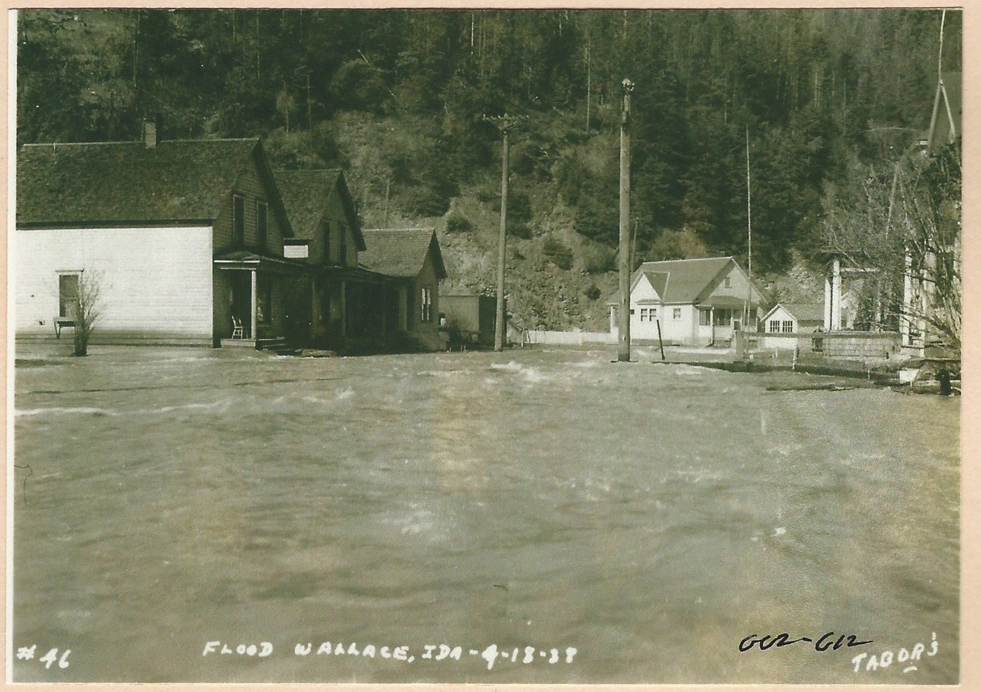
FLOOD WALLACE IDAHO 4-18-38
TABOR'S

032

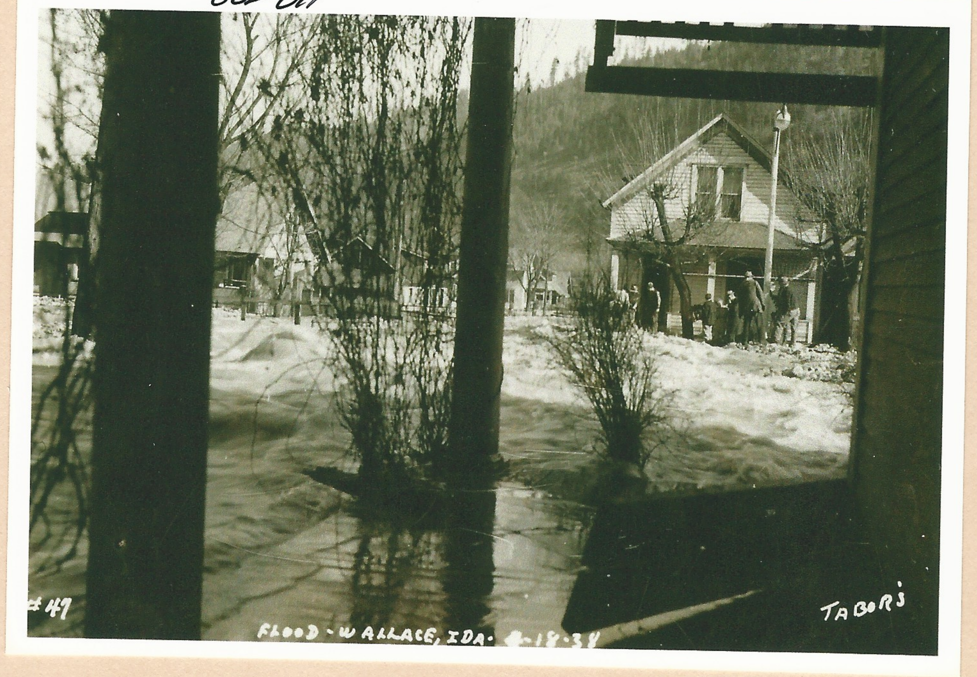


#7 FLOOD WALLACE, IDAHO 4-18-38 TABOR'S PHOTO 033



#46 FLOOD WALLACE, IDA-4-18-38 602-012 TABOR'S

602-011



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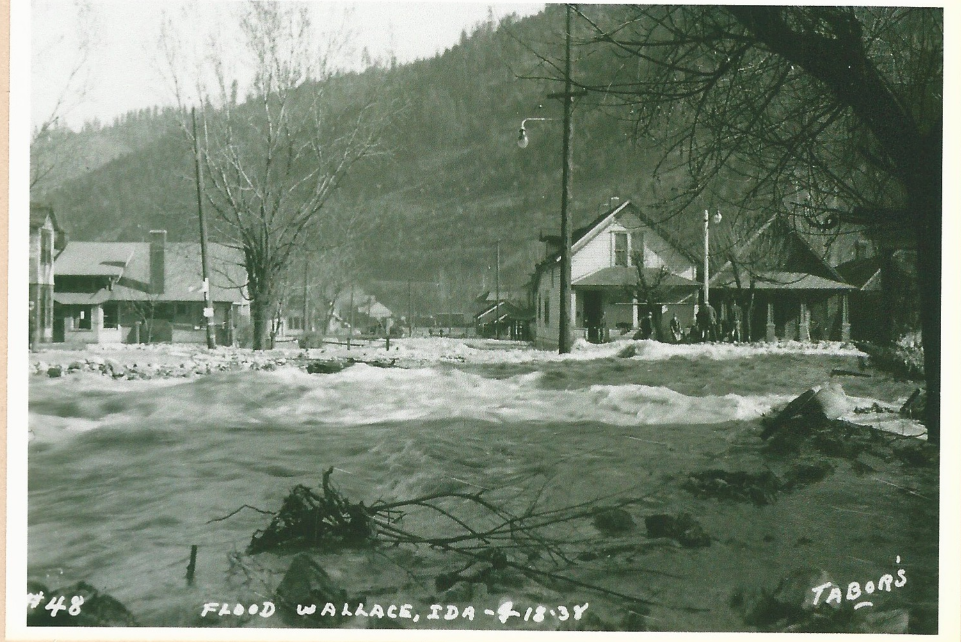
602-010



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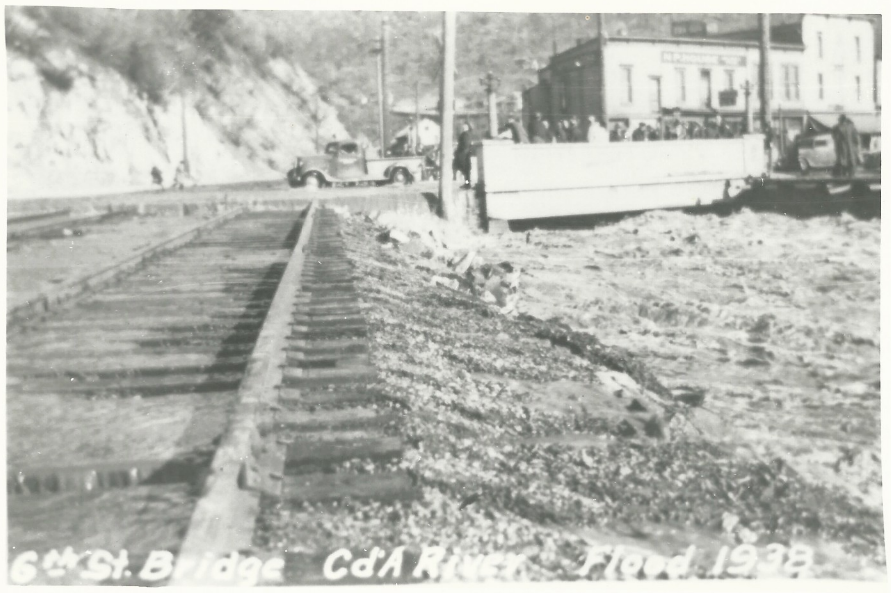
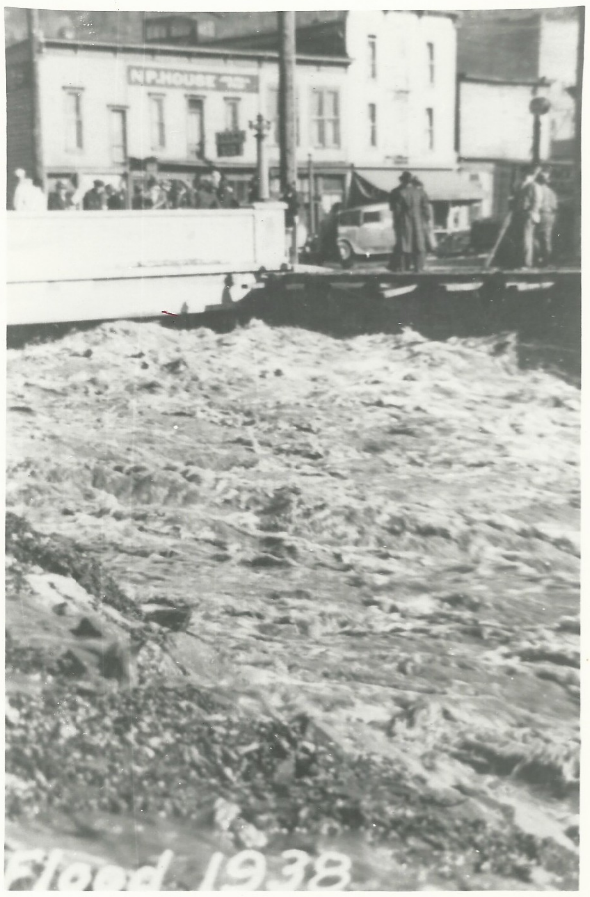
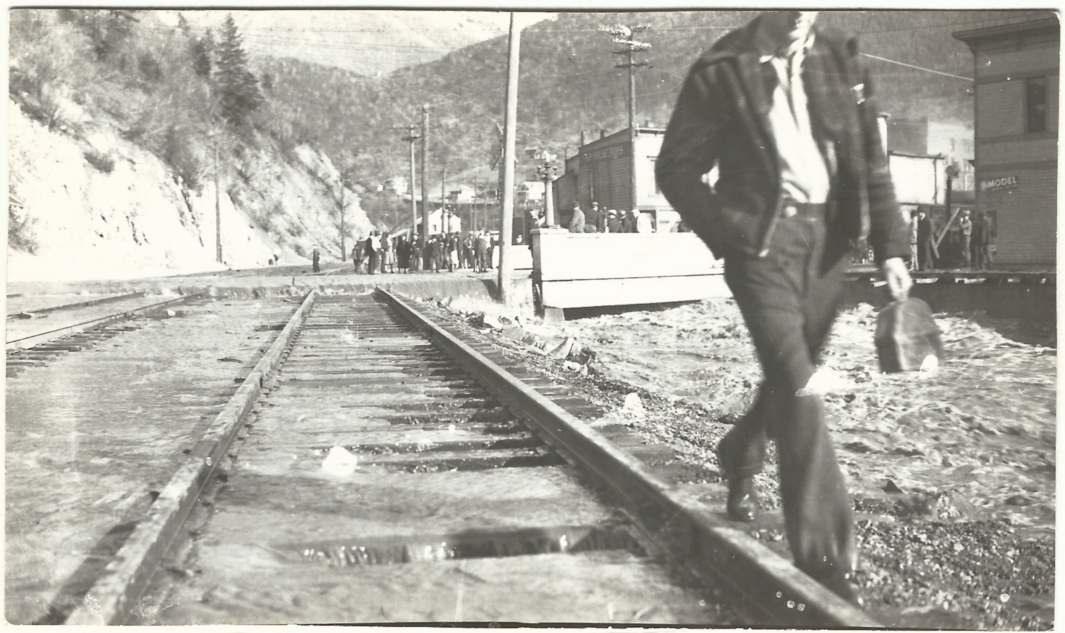


6th St. Bridge Cd'A River Flood 1938

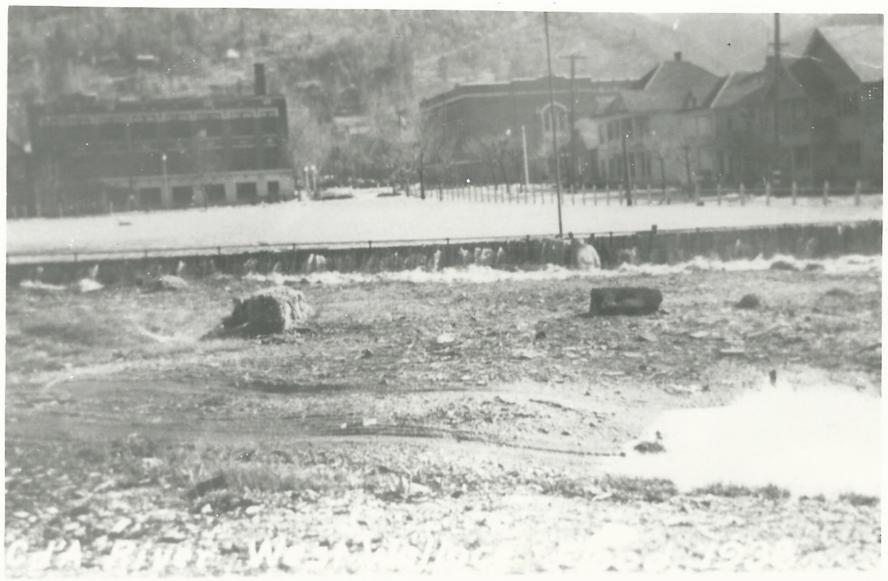


Flood 1938

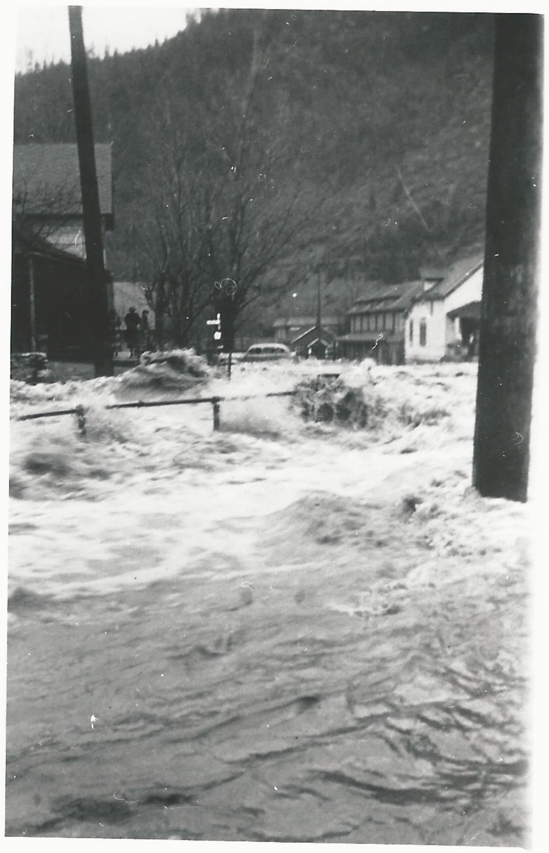


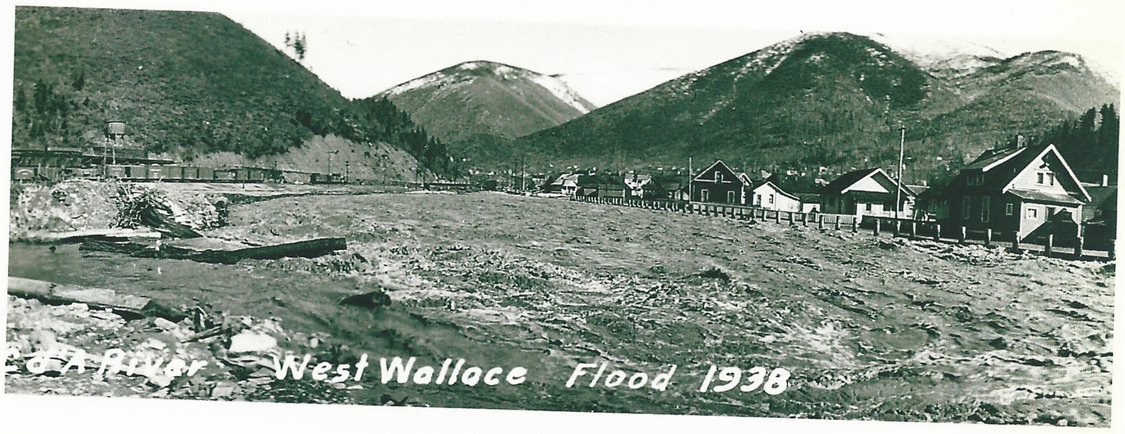
4. 1938 Flood: South Fork Coeur d'Alene River
Looking Upstream at Sixth Street Bridge

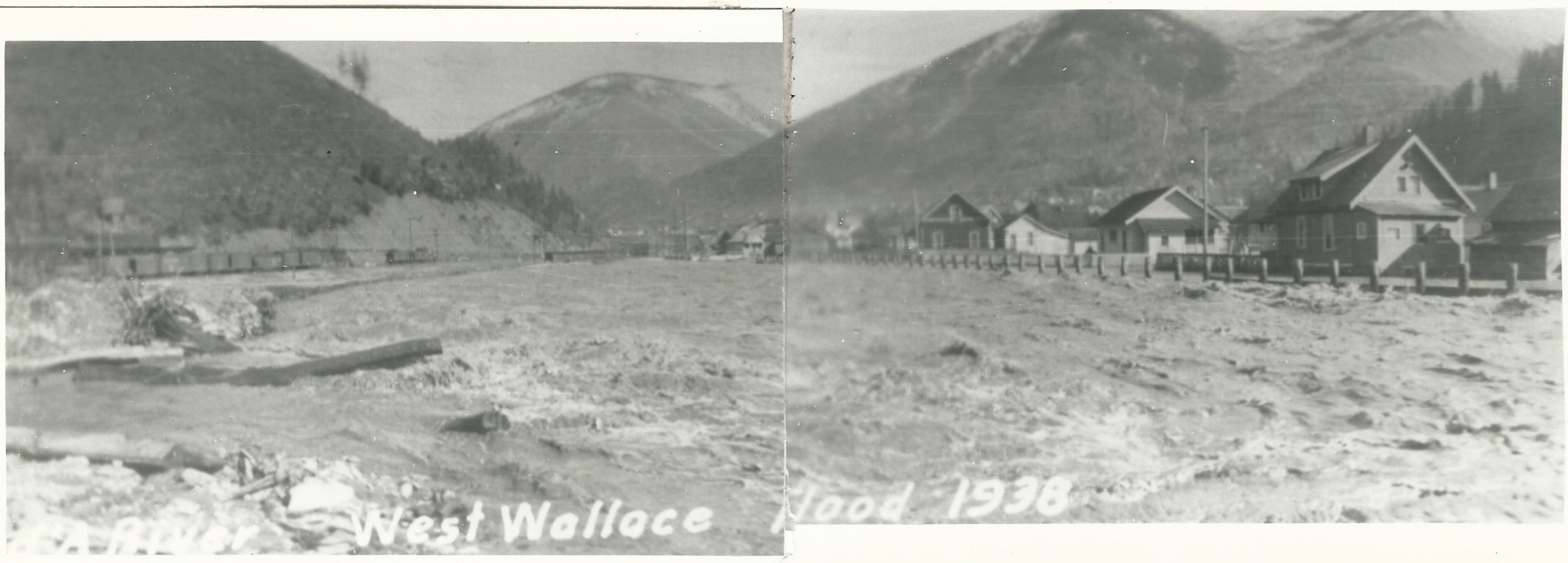
1938 ~~(1933~~ ?



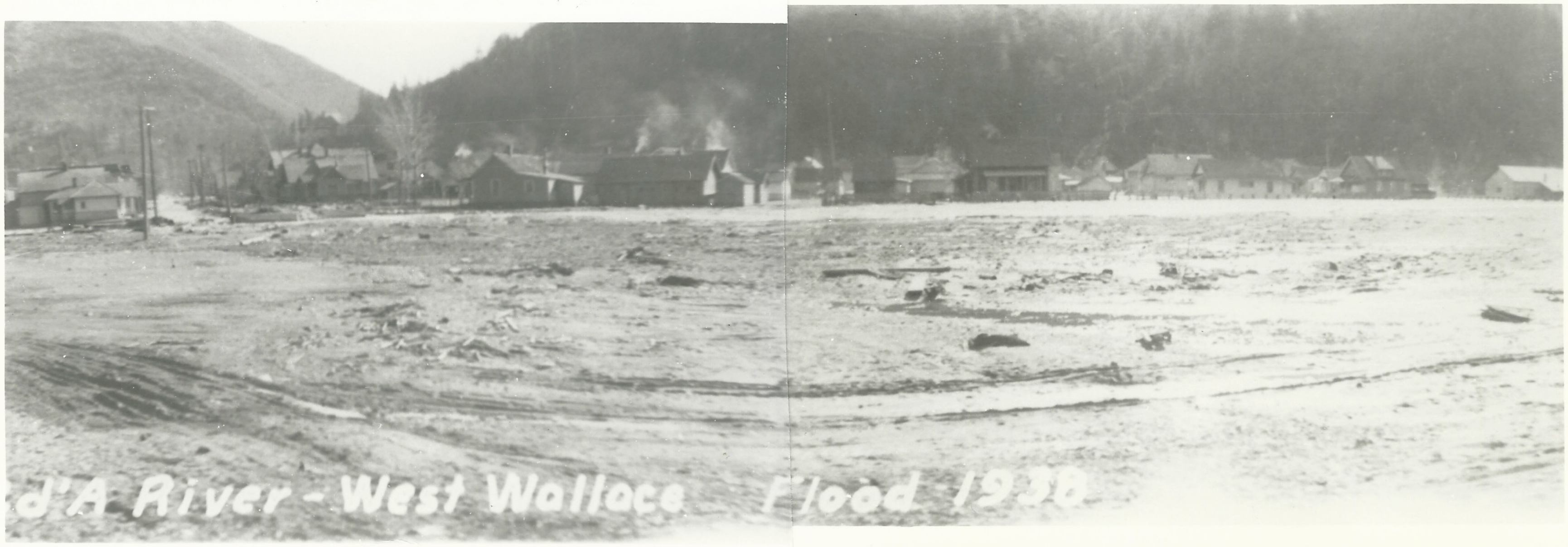
Cd'A River W[illegible] 1938




d'A River
West Wallace Flood 1938

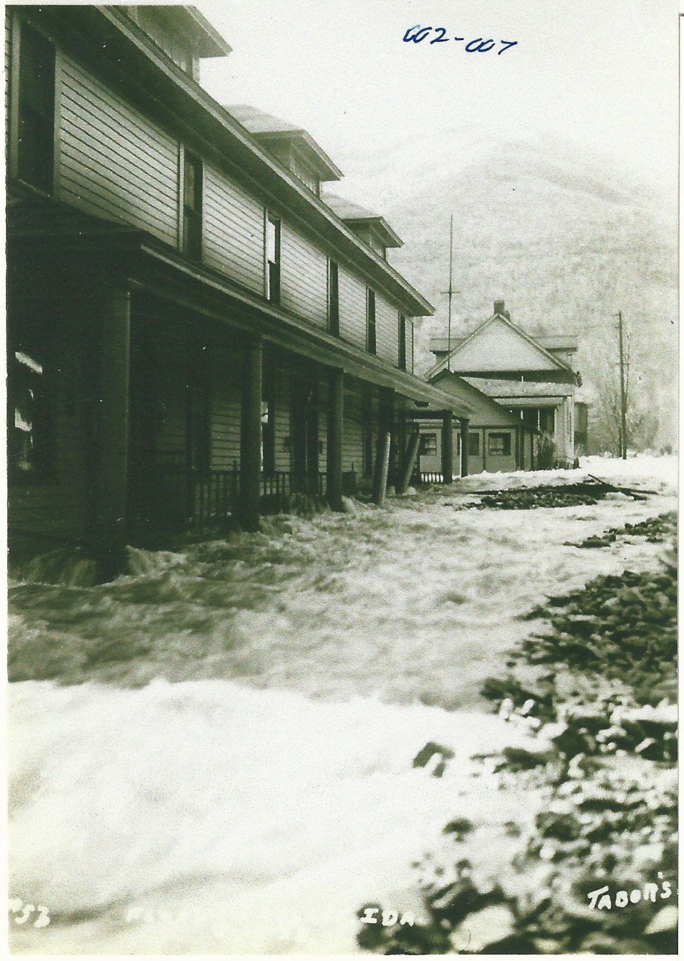


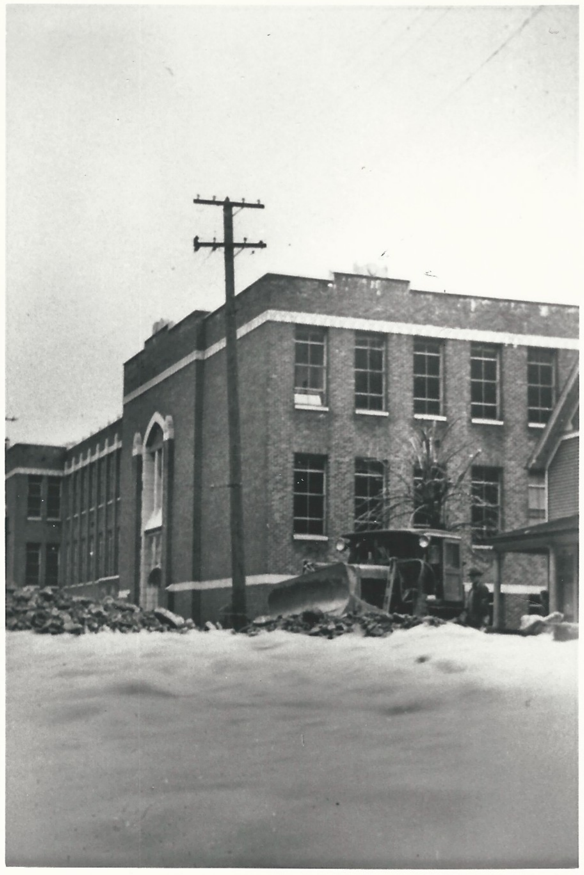
d'A River West Wallace Flood 1938



d'A River - West Wallace Flood 1938

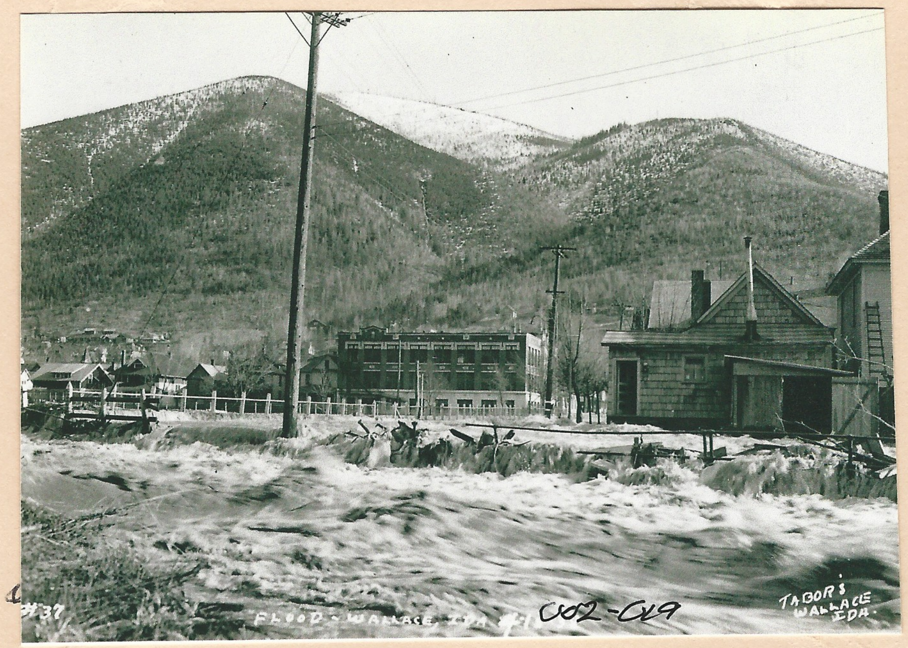
002-007


253
IDA.
TABOR'S



082789 14

1938 W. Wallace Rail yard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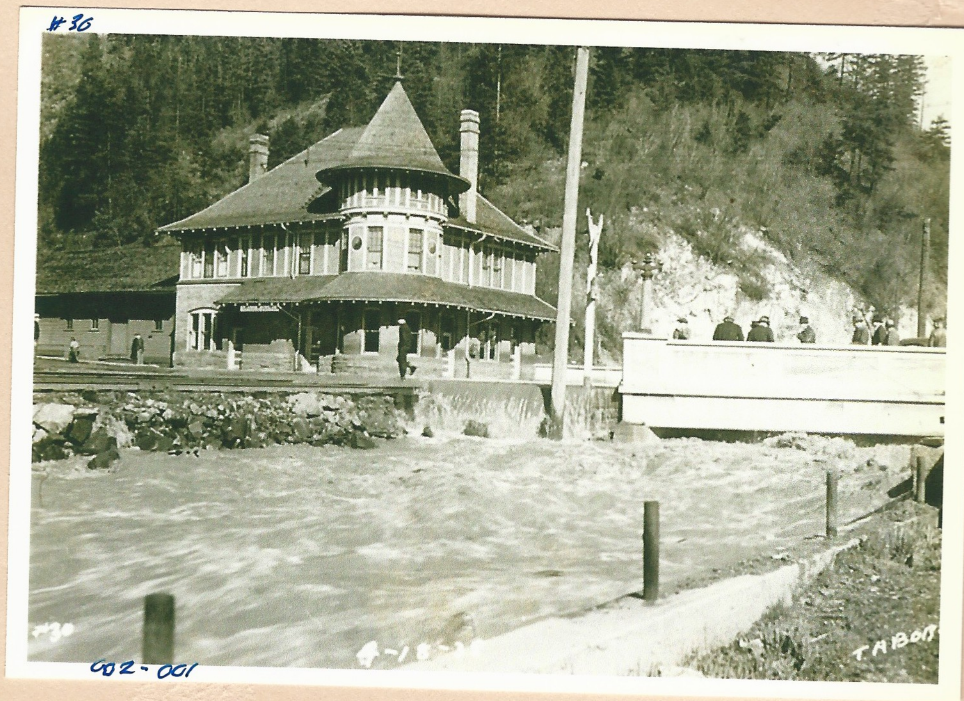
FLOOD - WALLACE, IDA 4-1
TABOR'S
WALLACE
IDA.

002-029

#30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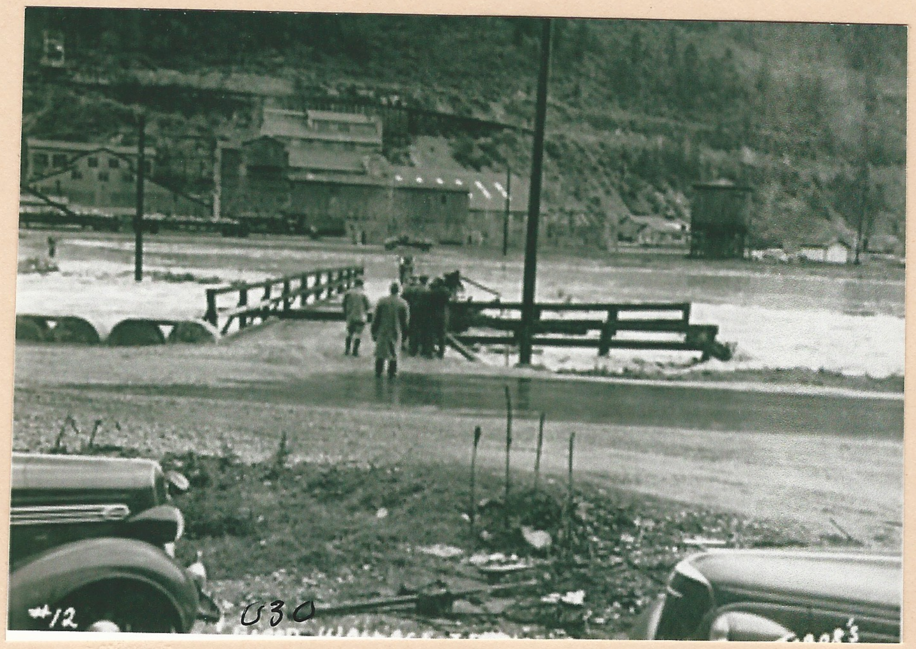
4-18-38
TABOR

002-001



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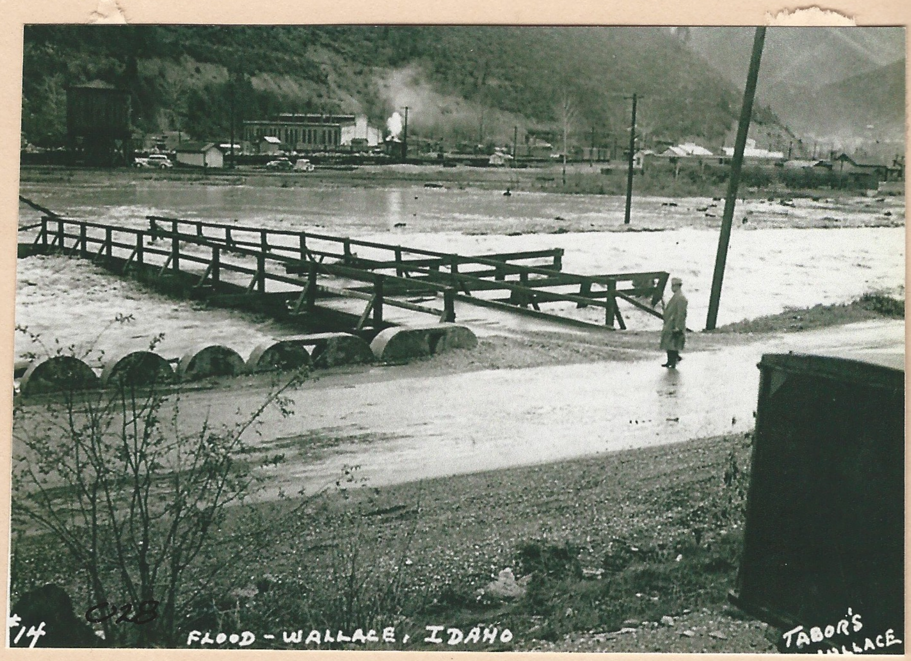
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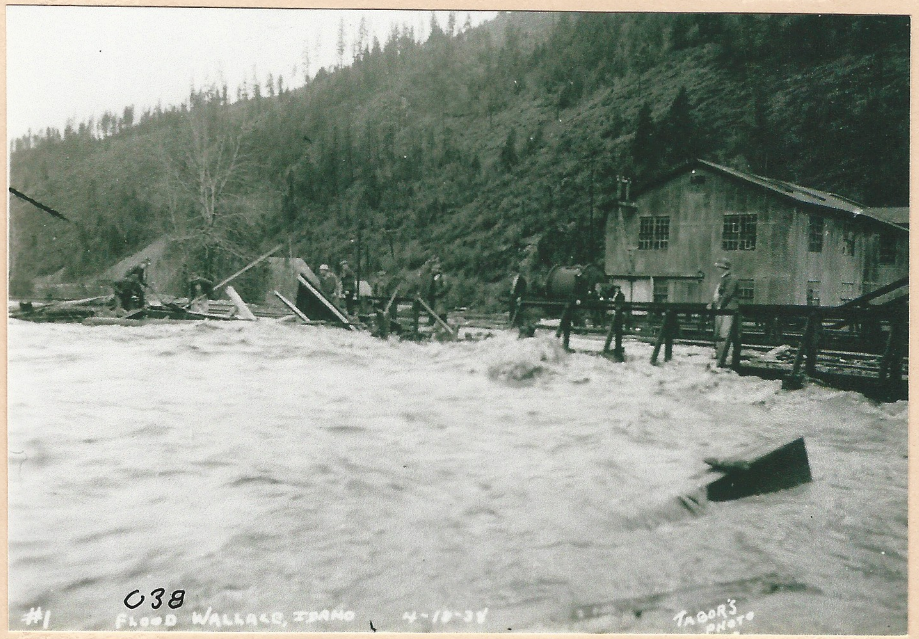
FLOOD - WALLACE, IDAHO
TABOR'S
WALLACE

028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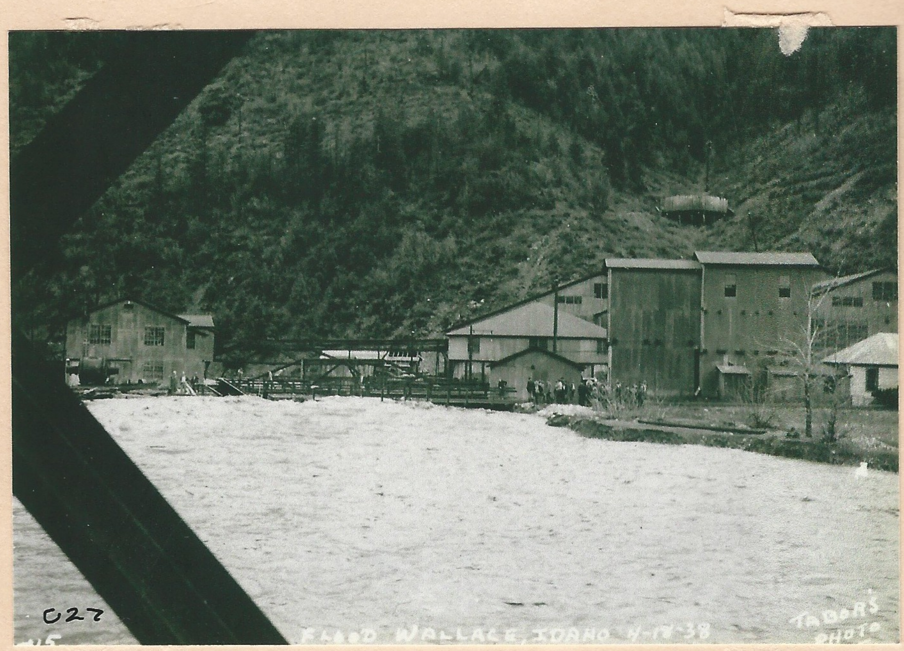
FLOOD WALLACE, IDAHO 4-18-38
TABOR'S
PHOTO

038

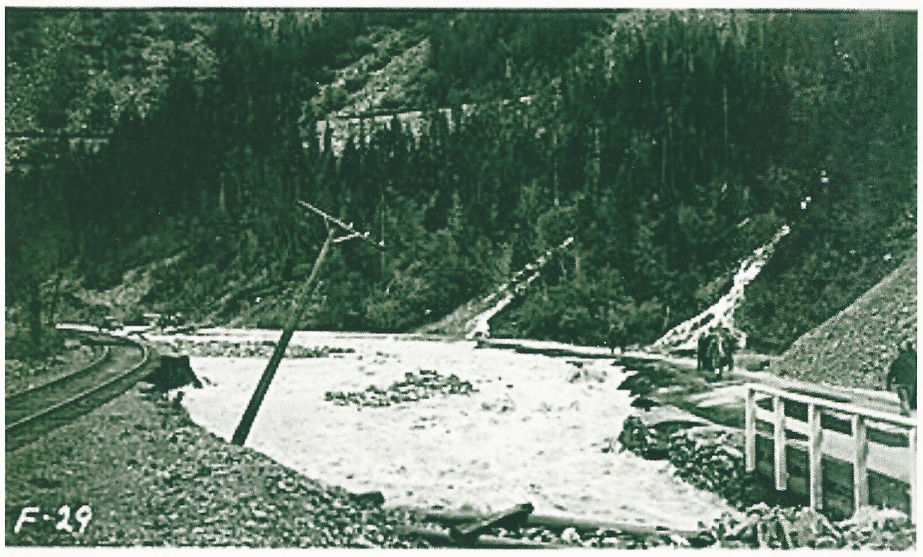

#5
FLOOD WALLACE, IDAHO 4-18-38
TABOR'S
PHOTO

027

038

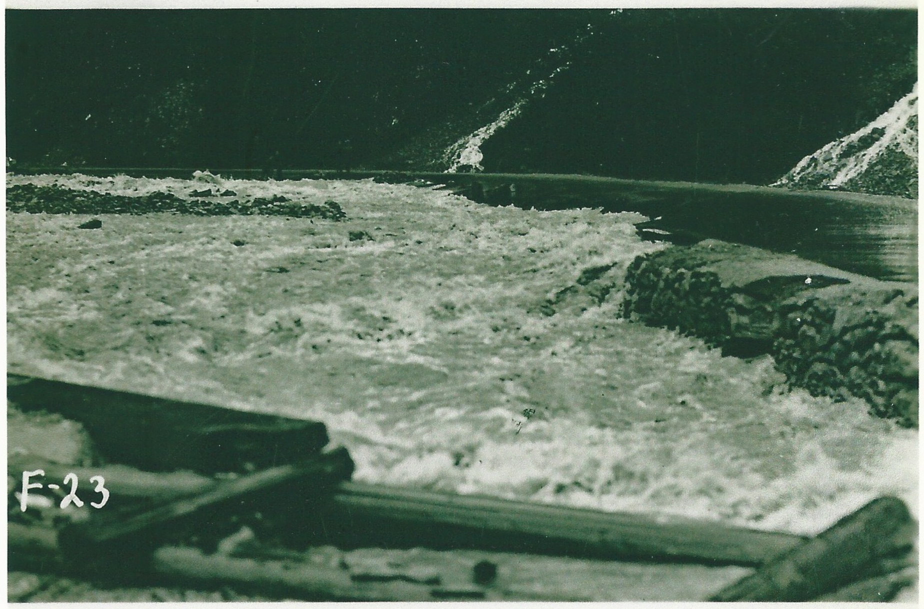
027

Canyon Creek 1938

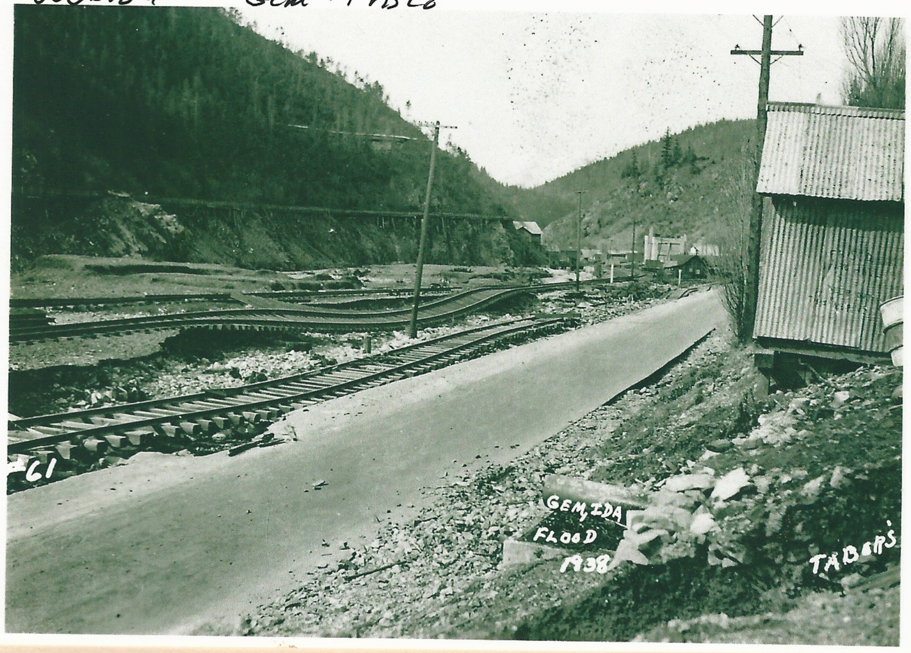


008-005

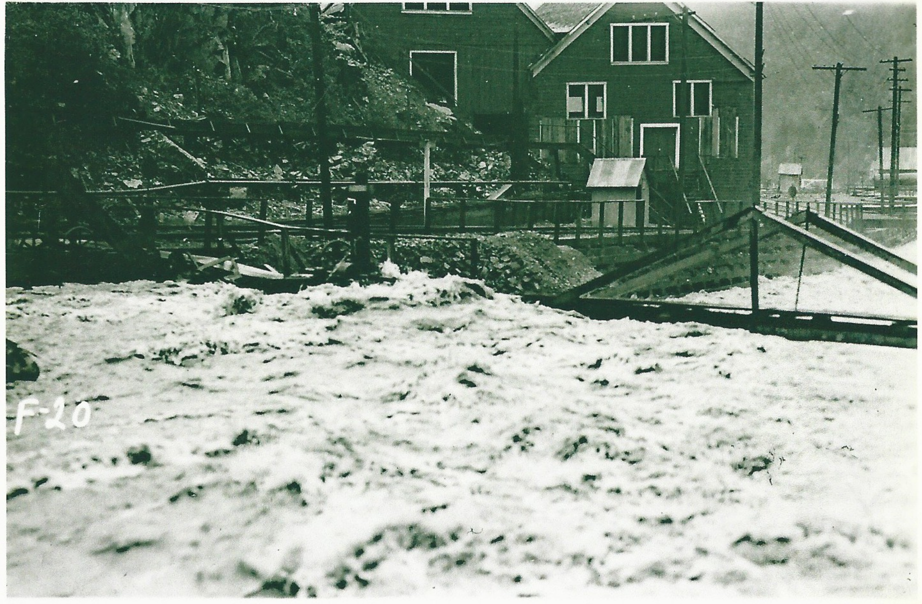
008-002 Canyon Creek

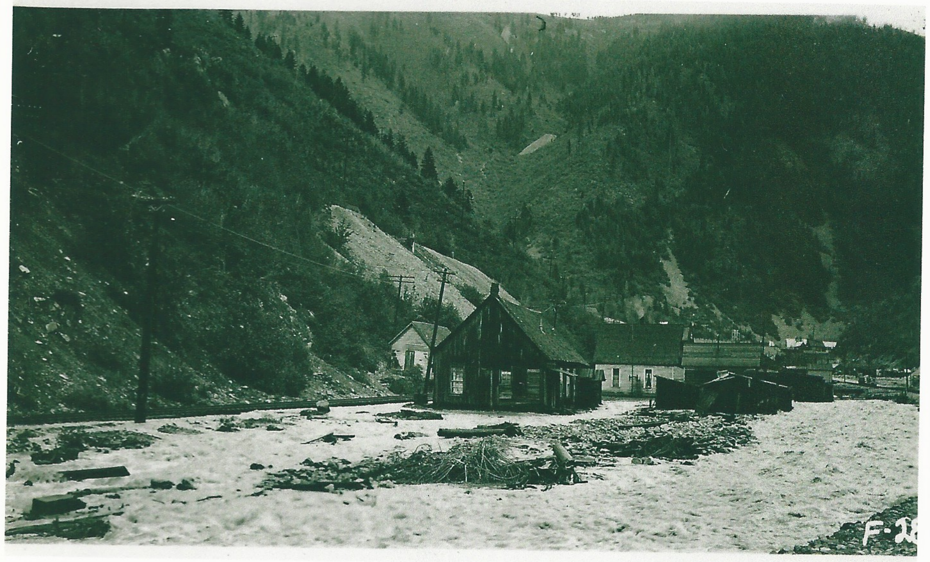


008-009 Gem - Frisco

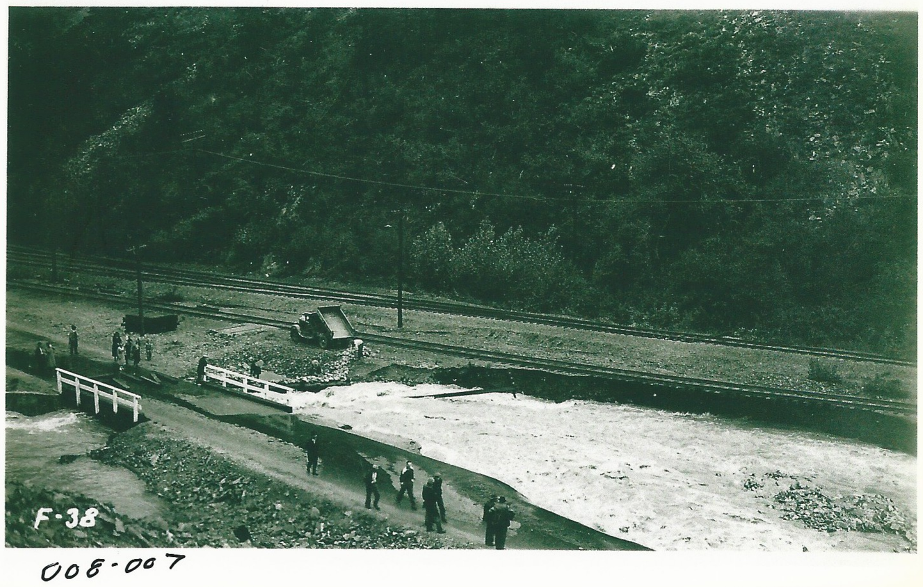

-61
GEM, IDA
FLOOD
1938
TABERS

008-003 Frisco Mill

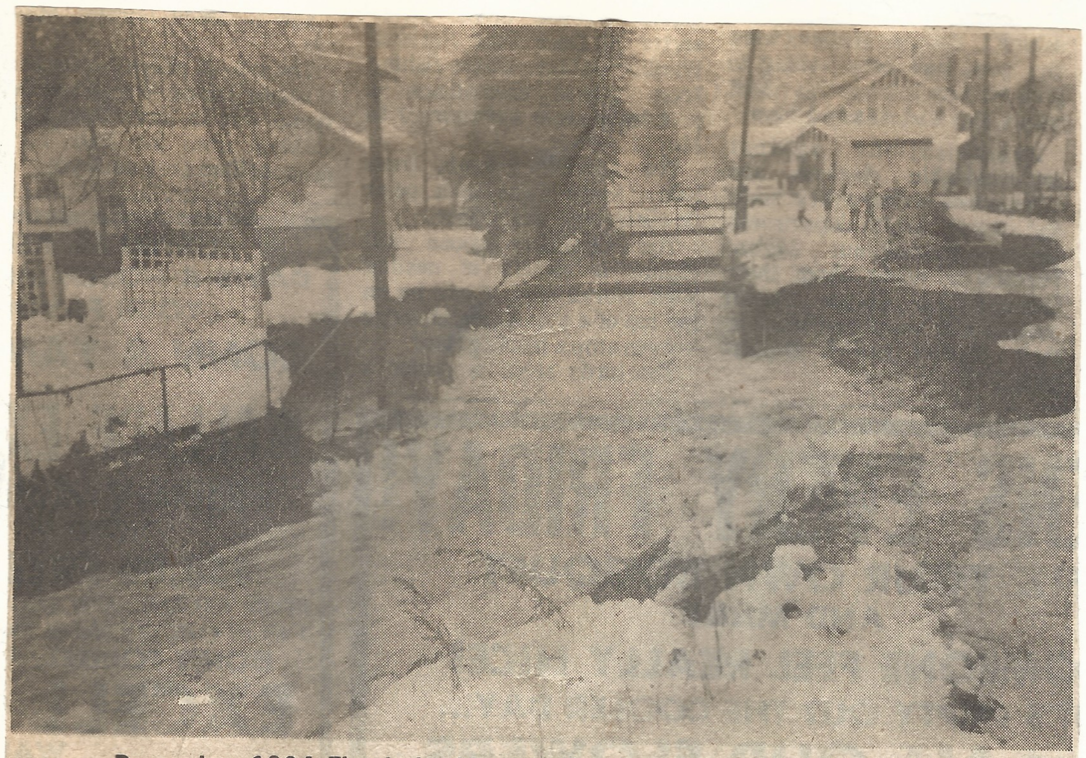




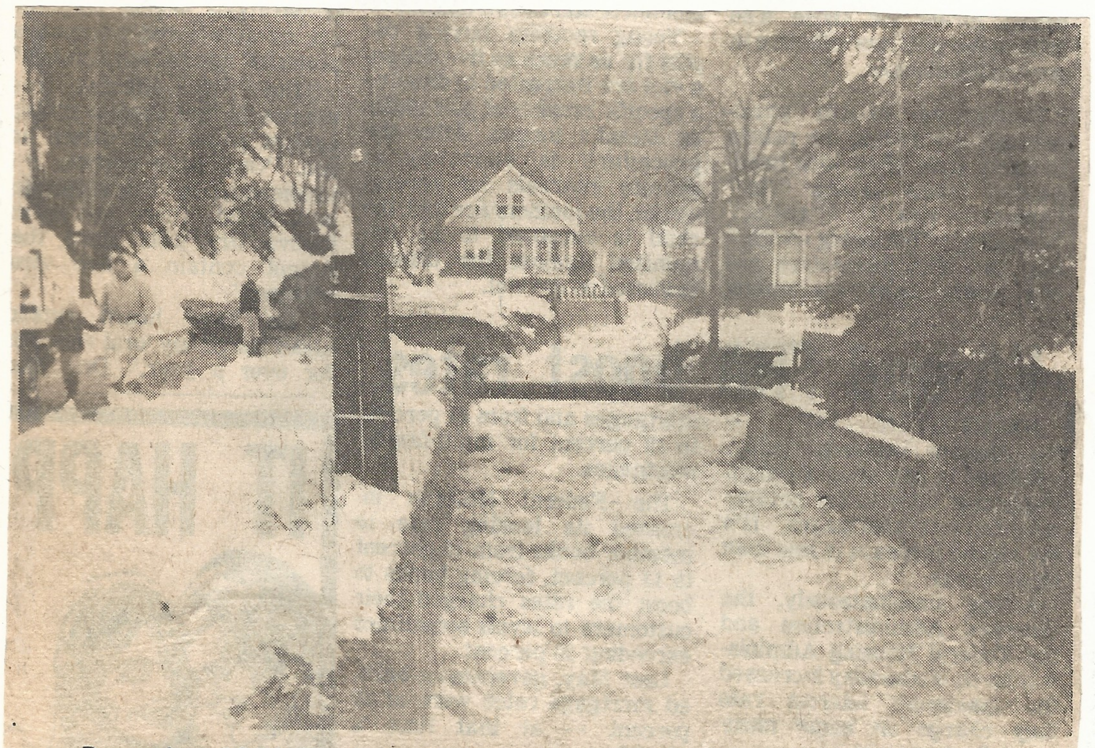
008- 008 Black Bear



008-007



December 1964 Flood: Looking north (downstream) to High St.



December 1964 Flood: Looking south (upstream) from High St. Bridge